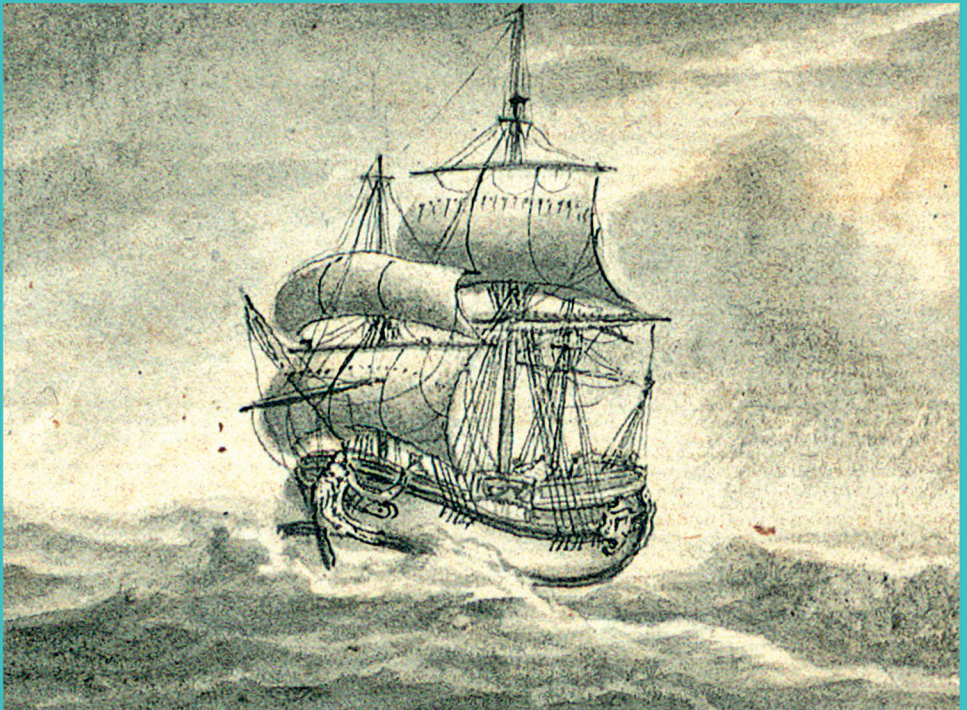


BRISTOL RECORD SOCIETY'S
PUBLICATION
VOL. 74

ATLANTIC VENTURE ACCOUNTS OF
EIGHTEENTH-CENTURY
BRISTOL

ALISON BROWN & JONATHAN HARLOW

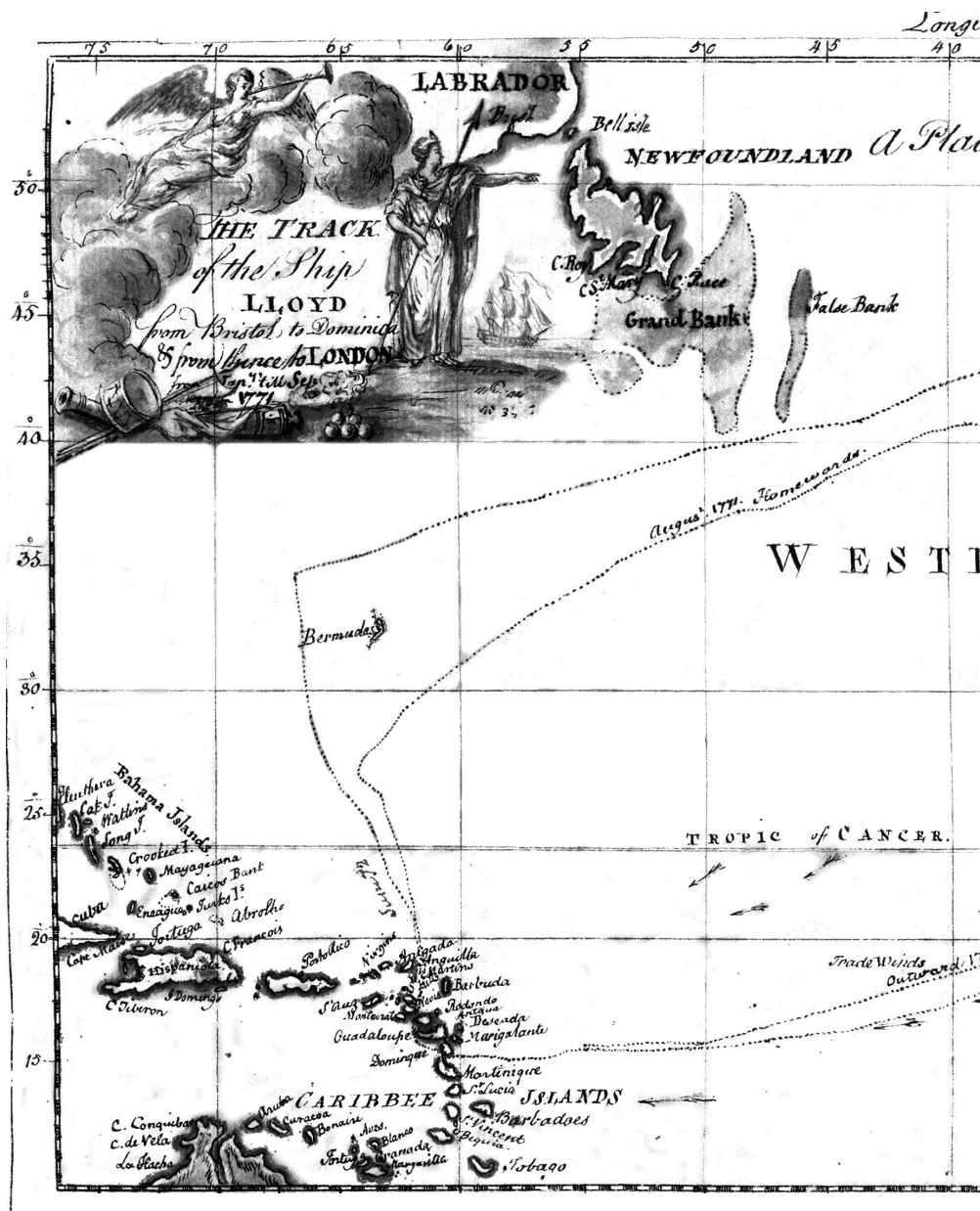


The eighteenth century saw Bristol's Atlantic trade at its peak (the often-noted 'decline' was relative only to other ports like Liverpool). Although slavery is rightly in the public eye, most of the voyages did not touch West Africa or carry slaves; and it is with this aspect that this volume is concerned.

Most of the items here are the Owners' Accounts of voyages showing the costs, the returns and the profits. Nearly 40 round trips are covered here, and this should give a fair idea of the variable factors and those which were critical to success. But there are also three stories of adventure on the high sea told by those on board: a surgeon's journal on a privateer; a journal of two round trips with an illustration for almost every day; and a logbook of a merchantman sailing under convoy in the French War of the 1790s. Each section contains its own discussion and analysis, together with transcriptions of the records bearing on the main points of interest and a full listing of all. Full transcriptions of all the documents listed in this volume are available online at the Bristol Record Society website <https://www.bristol.ac.uk/Depts/History/bristolrecordsociety/publications.htm>.

We gratefully acknowledge the very full assistance of Bristol Archives in supplying the materials for this volume, yet another instance of their continuing support to the Society; and the guidance of Professor Jonathan Barry as Managing Editor for the Record Society.

The images on the cover are from the Journal of the *Lloyd* (Section 5 within): front 18th January 1771; back 13th February 1771 (both copyright Bristol Archives).



Map 1

This is Nicholas Pocock's chart (copyright Bristol Archives) of the four voyages w for cleaning a badly smeared original. But it will cover the outline of most of the voya Western edges.

Note the different outward and return paths, each to take advantage of the prevail

(For Pocock himself, it contains a mis-statement. It purports to show that in the fi Longitude 15° West to reach Porto Sancto. But the Journal for the days concerned sho honesty or idleness prevented his tampering with the daily records.)

in Chart of



ing winds. The Western Islands are the Azores

First week of his first voyage out, he sailed almost due south down
 shows that he sailed right over to 18° W and then had to sail back. Either

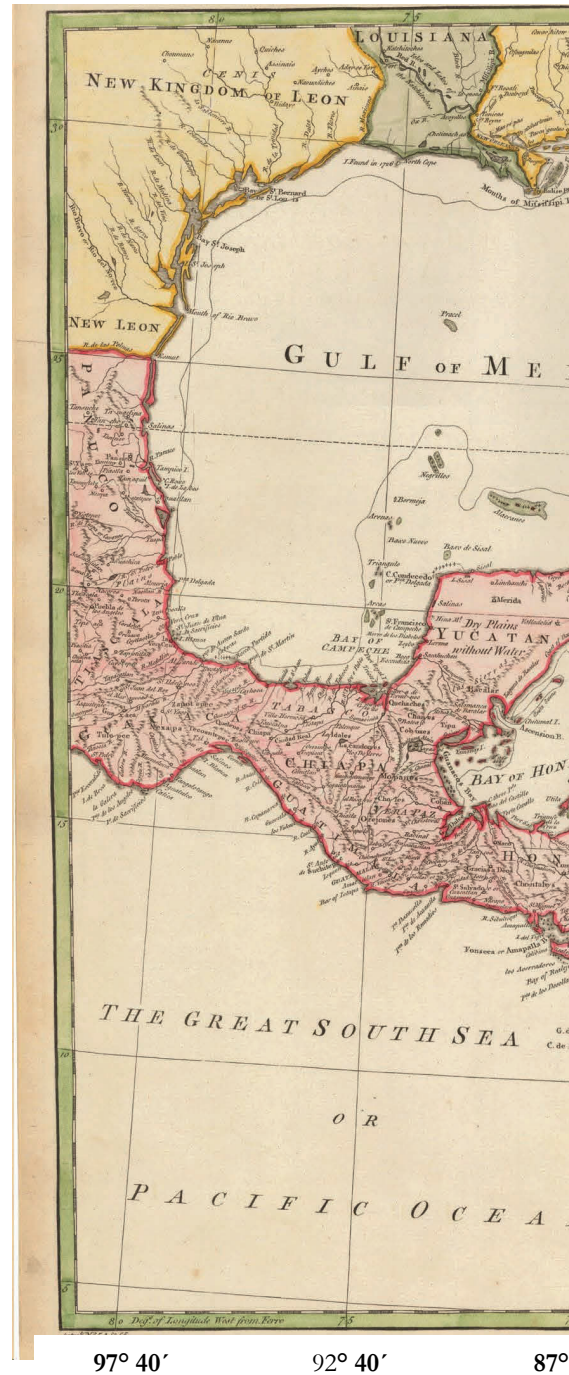
97° 40'

92° 40'

Map 2

This map of the West Indies area, by John Blair a British geographer, was published in 1779 (when the War of American Independence was being fought).

The cartographer has used the longitude which passes through Ferro or El Hierro, the westernmost of the Canary Islands as his Longitude 0°. This is approximately 17° 40' west of Greenwich, and we have relabelled his longitudes to today's norm.



97° 40'

92° 40'

87°

87° 40' 82° 40' 77° 40' 72° 40' 67° 40' 62° 40' 57° 40'



40' 82° 40' 77° 40' 72° 40' 67° 40' 62° 40' 62° 40'

BRISTOL RECORD SOCIETY'S
PUBLICATIONS

General Editors: MADGE DRESSER
ROGER LEECH
JONATHAN BARRY

VOL. 74
ATLANTIC VENTURE ACCOUNTS OF
EIGHTEENTH-CENTURY BRISTOL

ATLANTIC VENTURE
ACCOUNTS OF
EIGHTEENTH-CENTURY
BRISTOL

EDITED BY

ALISON BROWN AND JONATHAN HARLOW

Published by

BRISTOL RECORD SOCIETY
2021

ISBN 978-0-901538-43-7
© Bristol Record Society 2021

No part of this volume may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any other information storage or retrieval system, without the permission of Bristol Record Society; or, for facsimile images of any material held by Bristol Archives, the permission of Bristol Archives.

BRISTOL RECORD SOCIETY

President:	The Lord Mayor of Bristol
General Editors:	Jonathan Barry, MA, D.Phil, FRHistS Evan Jones, MA, PhD Roger Leech, MA, PhD, FSA, MIFA
Secretary:	Kathleen Thompson, PhD, FSA, FRHistS
Treasurer:	Jonathan Harlow, MSc (Econ), PhD

The Bristol Record Society exists to encourage the preservation, study and publication of documents relating to the history of Bristol. For its work, see back cover and website.

The subscription is £15 per annum. In return, members receive a pdf version of each volume as published; and an option to purchase a soft-bound printed copy at cost.

Correspondence to the Secretary, bristolrecordsociety@gmail.com; subscriptions to the Treasurer, Hardings Cottage, Swan Lane, Winterbourne, Bristol BS36 1RJ.

Orders for past volumes to the same or to jonathan.harlow@uwe.ac.uk.
Website: <http://www.bris.ac.uk/.Depts/History/bristolrecordsociety>

Produced for the Society by
4word Ltd
221 Whiteway Road
Bath BA2 1PS

CONTENTS

General Introduction	1
1 The <i>Jason</i> 1743	9
2 The <i>Dreadnought</i> privateer 1757 Surgeon's journal with medical glossary	23
3 The <i>Ruby</i> 1758–63	57
4 The <i>Swift</i> 1759, the <i>Sally</i> 1768–9 & the <i>Nevis Planters</i> 1771–4	73
5 The <i>Lloyd</i> Journal 1771–2	94
6 The <i>Africa</i> 1774–6	151
7 The <i>Fanny</i> 1777–87 & the <i>Triton</i> 1777–89	157
8 The <i>Druid</i> 1790–1	213
9 The <i>Levant</i> Logbook 1798–9	227
 General Glossary	 254
Gazetteer	287
Money, Weights & Measures	298
Index	301

Front Pull-out: Map 1 The Atlantic
reverse Map 2 The British Americas

Back Pull-out: Map 3 West Africa Figs 1 & 2 Sail Plans
reverse Maps 4, 5 & 6 English Channel and Bay of Biscay

GENERAL INTRODUCTION

This volume deals with 'Ventures' in two senses. For the 18th-century merchant, a 'venture' was a shipment of goods for sale on the open market on arrival, not against a secure order; but today's reader will think more readily of 'ventures' in which people rather than profits were at risk. 'Account' may also be used in two senses: a financial statement and a narrative description.

Most of the items here are Venture Accounts in the first sense, financial statements about the costs and returns of trans-Atlantic trading enterprises (Sections 1, 3, 4, 6, 7, 8). But there are also three stories of adventure on the high sea told by those on board. (Sections 2, 5, 9).

Owners' Accounts

The selection presented here of owners' accounts of Atlantic trading ventures is not meant to alter the overall view of that trade as well established in several authoritative volumes.¹ It is meant rather to draw attention to a source which is especially useful in giving a full view of particular ventures, often in considerable detail; and to bring out some of that detail as revealed in the available Bristol records. In effect, they help to show what made a voyage profitable or otherwise; and so help us to see what the venturers looked for and considered.

These are all records available in the Bristol Archives; and it was City Archivist, Julian Warren, who first drew our attention to them and suggested that there was a possible volume there. Thanks are also due to Bristol Archives for making available the scanned images of the originals. These will be found on the BA website via the on-line catalogue for the sources as listed in the introduction to each section, though copyright remains with BA.

All the trading ventures featured here were undertaken by or on behalf of a partnership of owners, often half a dozen or so. They owned the vessel, and shared in the investment and in the profits or losses in agreed proportions, not necessarily equal. Sometimes the ship's Captain or Master would also be a partner, often not. These were not continuing joint-stock companies with permanent capital and regular dividends

¹ The best single book is probably Kenneth Morgan's *Bristol & the Atlantic Trade in the Eighteenth Century* (Cambridge University Press 1993). A wider setting is *The British Atlantic World, 1500–1800* ed D. Armitage and M. Braddick and W. Berstein (MacMillan 2009) especially ch 3 'Economy' by Nuala Zahedieh. Wider still is *A Splendid Exchange: how trade shaped the world* by W Berstein (Atlantic Monthly Press 2008) where ch 10 'Transplants' tells the story of coffee, tea and sugar.

like the Coalbrookdale Company.² The partnerships were not permanent or even long-lasting: and each venture or voyage was treated as a distinct enterprise.

Among them would be one senior or leading owner, pleasingly called the Ship's Husband. It was his responsibility to keep such accounts as were needed to identify and apportion the costs and revenues. These accounts were typically copied or pasted into a book, and fall into a standard pattern. At the minimum, they consisted of the Owners' instructions to the captain, the Outset account of the costs and receipts before sailing, and the Inset account of costs and receipts on return. Outset and Inset accounts were balanced by due apportionment among the partners.

That was only the minimum. In addition to the Owners' instructions to the captain, there are often their instructions to their agents in the destination colonies. Seldom however is there any writing from the captain, apart from the signed acknowledgement of his instructions and cargo, or from the agents. However such communications clearly formed a source for the accounting material, especially Inset accounts.

Trade

Bristol had engaged fully with the English American colonies through the second half of the seventeenth century, and this trade continued to grow throughout the eighteenth. The often-noted 'decline' was relative only to the faster growth of Liverpool and Glasgow; and although those ports took the lead in slaving and tobacco, Bristol remained the main importer of sugar, the most lucrative import.³

Although slaving voyages tend to receive most attention, they were a minority, about one-sixth, of all voyages.⁴ A BRS volume on slaving ventures by Professor K Morgan is planned for the future, and so we have not dealt with slaving ventures here, unless the interest lies outside the buying and selling of slaves. The typical venture was not a triangular voyage taking in West Africa, but there-and-back across the Atlantic, calling possibly at Ireland on the way out, and perhaps at two or three colonies in the West Indies or the mainland coast; and it is these that we are mainly concerned with here.

The initiators of this trade were at the Bristol end; but the underlying drive was the need for the plantation owners to export produce. Moreover a series of Navigation Acts required that exports to and imports from British colonies must be carried in British vessels. The exports consisted of the innumerable items which apparently the colonies still could not produce for themselves: building materials, tools, and clothing. These were seldom exported to order. Often they were consigned to the exporter's partner or 'correspondent' in the colony. Or it was the ship captain's responsibility to find buyers but typically with the help of the colonial correspondent.

Although the plantations' need for outlets was the underlying factor, the Bristol merchants typically did not like to buy such goods on their own account. The best deal from their point of view was that the vessel would return with third-party freight paid for as such while the proceeds of their exports sales were remitted to them by Bill of Exchange drawn in sterling on London bankers. But the logistics were against this: the plantations were typically in debt rather than credit with London, and naturally preferred to sell their crops for money on the spot rather than pay to send them to an uncertain market in Britain.

² Or Dale Company in the earlier C18. The iron-working business established by Abraham Darby from Bristol and retaining a substantial Bristol interest. A. Raistrick and P. Stembridge *Dynasty of Iron Founders* 2nd edn. (Ironbridge Museum Trust 1989); P. Stembridge *The Goldney Family* (BRS XLIX 1998) 28–36.

³ Morgan *Bristol & Atlantic Trade* ch 7 esp 184 and Table 7.1. Zahediah 'Economy' Table 3.1.

⁴ Morgan *Bristol & Atlantic Trade* 59, Table 3.1.

Accounts

An Account consisted of two sides: Debit (Dr) and Credit (Cr). On the Dr side were listed all the items for which the subject of the Account owed money to the Account owner. On the Cr side were all the items of payment made or due to the subject of the Account. The two must balance and an entry for the balancing amount is made on the appropriate side.

Thus we at Bristol Record Society might keep an Account for A Member, showing:

Dr: 1 Jan 2021 Membership subscription	£15.00
10 Oct 2021 hard copy of <i>Ventures</i>	<u>£12.50</u>
	<u>£27.50</u>
Cr 4 Jan 2021 Cheque	£15.00
31 Dec 2021 Balance due	<u>£12.50</u>

Outset Accounts

The Outset accounts consisted primarily of the amounts owed to various suppliers, including individual owners where appropriate, and amounts already paid out, duly credited to the partner who had paid them.⁵ Thus they covered trade goods taken on at the owners' collective risk; the freight charges for goods carried on behalf of an individual, be he a partner or otherwise; the cost of fitting out the vessel for the voyage together with stores and provisions; and the advance payments to the captain and crew. But usually these summary accounts would be supported or supplemented by more detailed ones. So there might be several pages listing the cargo carried at collective risk, trade goods to be exchanged for slaves or exports for the agents to dispose of in the colonies. Provisions and stores might also be listed in detail, with or without detailed costs. And there was almost always a Portledge Bill (spellings vary) setting out the name, status, monthly wages and money paid in advance for each member of the crew. These were for the crew at outset, sometimes including those picked up at other English ports or Cork on the outward run, and so differ from the Muster Rolls of the Society of Merchant Venturers which were entered up on return and were supposed to cover all who had sailed for any part of the voyage.⁶

The Seamen's Advance Wages are a standard item of the Portledge Bill, and indeed were considered so for any ocean voyage out of Bristol in this period. (*The Fanny* even paid them for her first voyage to the Baltic.) The normal rates were one month's pay for a straight Atlantic voyage and two for a triangular journey (and also for an East India man out of London). The normal method of paying these in Bristol was a note or bill made out in favour of the seaman but cashable only on condition he sailed, ie after he left or at least slung his hammock. It seems to have been quite common for the 1st Mate to go around taverns and lodging houses to dish out such notes for the settlement of accounts on behalf of common seamen. Otherwise the sailor had two options: to make the note over to a friend or relation who was trusted to use the cash to pay local debts or keep it against return; or to make it over to a third party early for cash down but surely at a heavy discount. The subject is treated quite fully in an article by David Williams,

⁵ The entries by supplier often come in two columns, the first representing the amount invoiced, and the second the amount paid after discount taken. The two are usually the same or very close but it is the second lot which was operative as the Cost.

⁶ J. Press, *The Merchant Seamen of Bristol: 1747–1789* (BBHA, 1976).

who discusses the drawbacks from the seaman's point of view,⁷ and by Mike Breward.⁸ There is a brief reference also in the Southwell papers, dwelling on the drawbacks for the ship-owner.⁹ A few documents here support the standard account. There are two actual notes signed by Captain Devonish of the *Fanny* for two seamen on the 11th voyage.¹⁰ The fact that a printed form was used supports the point that this was standard. Then the Outset Account for the *Triton* 9th voyage specifically states 'Seamen's Advance Notes per Portledge'.¹¹ And the Portledge Bill for the *Druid* in 1790 shows an advance of 15/- to the Boy Henry Cherry, with a note 'it appears that Cherry's Note 15/- is not paid' (Section 8 pp 10/12).¹²

Inset Accounts

The Inset accounts may be considered under two heads: the accounts for the dealings in the colony or colonies visited; and those for the costs and receipts on return to Bristol. For the first, the owners relied on the accounts submitted by the captain and by their agents, which might be given in some detail separately or merely summarised. These might be mixed as where the agents advanced funds to the captain who reported on their disbursement. It would at any rate be clear how the net proceeds were brought back, whether by Bills of Exchange or by merchandise at the owners' risk. On the whole, owners preferred settlement by Bills of Exchange on London, while the ship took on freight for others, to the uncertain value of colonial produce. But the colonists were typically in debt to London rather than in credit, so could not readily draw on them, whereas produce for export was only too plentiful.

Then there was the Bristol end, with entries for harbour, customs and pilot's fees, and more critically the sales of goods. Sometimes this last step was bypassed by allocating goods themselves to the partners pro-rata at a nominal value, for them to make the best bargains they could. The Inset Costs would likewise be assigned pro rata to each partner.

Profit

The Outset and Inset Accounts taken together should give a full view of both the investment and the returns, thus the profitability, of the voyage. There are just two exceptions. The value of the vessel is not treated as a fixed asset, passed on with depreciation from one voyage to another. It is entered only when a vessel is acquired or disposed of, including when the ownership group changes, and the vessel passes from one group to the next. Those who wish to calculate return on investment may wish to estimate for this, but will note that the value of a bare hull was typically less than the amount spent on refitting for each voyage.

The other exception is where assets were left in the hands of the agents. This was usually little in value, but there is an exception in the account of the *Jason* where rice on the owners' account had been consigned to agents in Lisbon. But these overdues would

⁷ David Williams 'Advance Notes' and the Recruitment of Maritime Labour in Britain in the Nineteenth Century' in Lewis R. Fischer *The Market for Seamen in the Age of Sail* (International Maritime Economic History Association 1994). Although focussed on the 19th century, the article makes it clear that the system was widespread in the 18th.

⁸ 'Crewing the Slave Trade: The Bristol Ships' Muster Rolls, 1790–1795' in *A City Built upon the Water: Maritime Bristol 1750–1900* ed Steve Poole (Redcliffe Press 2013).

⁹ W. Minchinton, *The Trade of Bristol in the 18th Century* (BRS, XX, 1957). The writer is wrong in saying that the Chief Mate is excluded: most of the Portledge Bills we have include him.

¹⁰ BA AC/MU/3/8/c, d

¹¹ Section 7 p 136

¹² Section 8 p 10

always be brought to account, or written off, as part of the original venture, which thus maintained its status as a self-contained venture and set of accounts.

Thus, apart from the detailed information they contain, the owners' accounts show us just what sort of considerations and expectations the owners had in mind as they commissioned yet another venture.

Worked example

Let us illustrate the way in which the Owners' Accounts work with the 4th voyage of the *Triton* (section 7) leaving Bristol in March 1781, voyaging to St Kitts and returning in March 1782 (Section 7). We shall work backwards.

The Partners' Accounts for *Outset* are on pages 66 & 67, where they share a net cost of £463 14s 3d. The Ship's Husbands, Lowbridge & Bright, have in fact paid all the expenses as shown in the Cr side of their account, so that they stand to be repaid by the other partners in proportion to their share Dr side of their account, matching Cr sides of the others.)

That net Cost is made up of Drs of £1396 10s 7d less Crs of £932 16s 4d. The details are shown in the Outset Account pages 63–64.

The Dr or cost side is mostly a listing by the suppliers to whom payment was made. There are two sets of money for these entries, the first being the amount invoiced and the second being the amount actually paid after discount given, or taken, for cash. Much of this is for fitting out and more are detailed in a different way but without costs in the Memorandum of Provisions & Stores page 59. But there is also an entry for Advance Wages which is supported by the Portledge Bill page 62 which shows the rate per man and the amount advanced. There are entries for unspecified Disbursements by Captain Mattocks, Chief Mate Drought, and the chief partners Lowbridge & Bright. These would have been fairly small amounts of cash paid out of pocket and claimed after. As long as the claim was reasonable, it would not usually be copied into the main Account Book. Then there is also the cost of the Bread which is being sent out as Cargo for Sale on behalf of the Owners, which is detailed as an Invoice on page 59. (The Captain was responsible for selling this, or seeing that the Agents did, so he has to sign for it.) And there are the amounts paid to Captain Mattocks as perks, Primage and Cabin Allowance.

The Cr is the amount of Freight paid by third parties for carrying their goods to St Kitts. The full details are given in the Freight List page 61: the Captain is still responsible for delivery and for customs declarations at the other end.

The *Inset* Accounts are on pages 68–69. The Cr is nearly all for Freight Charges paid by 3rd parties for carrying their goods to Bristol, plus a small sum by way of damages for sugar lost and deducted from the wages paid to the crew.

The Dr is much less fully detailed. There is a large amount for final wages plus a small amount for advances paid to the wives before their return. There are many small fees for landing and unloading. There are trivial amounts for Bricks brought back on the owners' account and sold. And there are unspecified Disbursements, mostly small, but a very large entry for Captain Mattocks. This must include wages paid by him in the West Indies, customs and harbourage costs there and all sorts of other costs, offset by what he sold the owners' bread for.¹³

The Partners' Accounts for *Inset* are on pages 70–71. They share Cr of £1715 1s 6d and Dr of £977 1s 9d ie a net £737 19s 9d surplus; £274 5s 6d on the whole voyage after

¹³ The accounts for the *Ruby* do include full accounts for the Captains: see Section 3 p20-21 (also pp 80-81, 120–121 not printed in this volume).

Outset costs. And there it is. On an initial outlay of £463, the partners have realised a surplus of £274, or nearly 60% in under 2 years.

This volume

The features of interest in the Owners' Accounts presented here are:

- 1 *Jason* 1743. The futility of attempted micro-management from Bristol. Also the use of Rice as a currency of account.
- 3 *Ruby* 1758–63. The desertions of three whole crews on a single voyage, and the dumping of the Captain by a fourth.
- 4 *Swift* 1759, *Sally* 1768–9 & *Nevis Planters* 1771–4. A comparative study in ships lost or disposed of.
- 6 *Africa* 1774–6. Change of ownership and captaincy during the War of American Independence.
7. *Fanny* 1777–87 & *Triton* 1777–89. Different managements, different policies, and different results, in war and in peace.
8. *Druid* 1790–1. Restoration and resale. Also the impact of new laws on freight documentation.

Narrative Accounts

The first narrative here is the journal kept by the ship's surgeon on the privateer *Dreadnought* (section 2). He was not obliged to keep it in any form or indeed at all; but it seems to be in good journal style with every day apparently written up as it passed, or from notes taken on each day.

Log Books

The archetypal narrative of a voyage is the ship's log book as kept by or for the captain. The basic content is a record of the ship's movement and position every day. (The name comes from the wooden log on a knotted line which was thrown overboard: the number of knots it drew out in a fixed time measured nautical miles per hour.) Since the midday sun was the important marker for Latitude, a log 'day' ran from noon to noon.

The minimum record was the location as measured by celestial observation if possible or otherwise estimated by calculation from the last ('dead reckoning'). There would usually be observations on the weather, especially the winds. But often there would be other entries, especially of any events which might be of interest or concern to the owners.

Here there is only one log book proper, the log of the *Levant* (section 9). But the journal of the *Lloyd* (section 5) is taken from an official log and shares many of its features.

Navigation

By the 18th century, Europe had a reasonably accurate idea of the size of the globe, and the Atlantic region was well mapped.

Navigation for vessels had three modes. The ancient one was when in sight of known land. The compass bearings on known landmarks could then pinpoint position on a chart.

Out of sight of land, accurate navigation relied on taking bearings of Latitude and Longitude. Latitude is measured in circles parallel to the Equator, and measured in

degrees North or South of the Equator from the earth's centre to the surface, so that the Equator is Latitude 0° and the Tropic of Cancer is $23^\circ 26'$ north.

Longitude is measured in concentric semicircles based on the line from North to South Pole, 360° all round. Today the line through Greenwich UK is taken internationally as 0° ; and measures given in degrees West or East of that line. The full circle of Longitude is a meridian and Longitude $0^\circ/180^\circ$ is today the international Prime Meridian. But this was not so in the 18th century and cartographers took various lines as base, as our own selection shows.

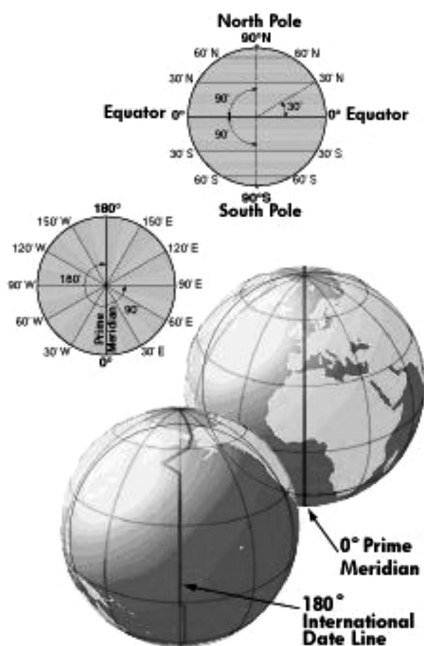
The navigator reckoned Latitude by taking the height of the sun at noon, its highest point, with a Sextant ($0-60^\circ$) or a Quadrant ($0-90^\circ$); and then consulting a table for the date. Longitude was reckoned by comparing that time with the simultaneous time at Longitude 0° as kept by a Chronometer. If your noon was 11 a.m. at Latitude 0° , you were 15° West; if it was 1 pm there, 15° East here.

If conditions did not permit taking a bearing on the midday sun or even being sure when it was midday, then the position would be reckoned (dead reckoning) from the ship's log and compass bearings with allowance for current and swell, so as to mark a notional point on the chart where the day's run ended. The 'log' got its name from a real wooden log on the end of cord which was knotted at regular intervals. A sailor would drop it overboard and reckon the ship's speed through the water by the number of knots which ran through his fingers in 30 seconds.

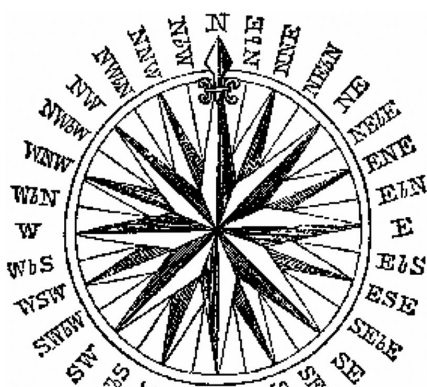
Interested readers may consult John Barrow *Navigatio Britannica* (1750 and many reprints),¹⁴ some 500 pages of maths, astronomy, navigation techniques and tables: the sort of manual that a good captain would grind his midshipmen's noses in, and still refer to himself while sorting the day's log.

In the 18th century, they used 'bearings' rather than degrees for navigating directions.

Here is a compass with 32 points and the acronym of each: SEbE = South East by East.



From Pinterest



¹⁴ A University of Michigan copy may be viewed at <https://catalog.hathitrust.org/Record/009583746>.

Remember that a ship on a NW Course is going *towards* the North West while a NW wind comes *from* the North West.

On a 64 point compass, a half point lies next to the point named first on the side of the quarter named after; so NNE $\frac{1}{2}$ E lies between NNE and NEbN; and EbS $\frac{1}{2}$ S between EbS and ESE.

This volume

The narratives featured here have different features of interest.

2. *Dreadnought* 1757. Day-to-day privateering and details of the surgeon's work on a fighting vessel.

5. *Lloyd* 1771–2. Daily depictions of the vessel in every rig and weather by an accomplished marine artist, reproduced in full.

9. *Levant* 1798. Detailed account of a merchant ship sailing under convoy in war time.

Editorial Principles

We have given a section to the voyages of each vessel, or to two or three vessels where the interest lies principally in the comparison (sections 4 and 7). Each section contains its own discussion and analysis, together with transcriptions of the records bearing on the main points of interest and a full listing of all. Full transcriptions of all the documents listed in this volume are available online at the Bristol Record Society website <https://www.bristol.ac.uk/Depts/History/bristolrecordsociety/publications.htm> where there is also a link to the digital images of the documents, hosted by Bristol Archives.

Our transcription policy has been to supply a text which can be read without difficulty today. Abbreviations which are no longer in use are replaced by those which are, eg £ for *ℓ*, or expanded; and no signs are used to indicate where this has been done. Spelling is only corrected if it might confuse the reader, and again without indication. However, editorial readings of which we are not sure have been annotated. Our aim is a text which can readily be read aloud today and which the writer would acknowledge as his if he heard it (or, for an Account, which an accountant today would regard just as did his 18th century predecessor).

As well as the usual index, there is a Glossary of terms which may be unfamiliar to readers today. The pullout plates contain five 18th century maps which cover the seas and shores mentioned in the texts; and there is a Gazetteer giving the co-ordinates and Map numbers where relevant for named places. On Plate 4 there are also pictures of the *Lloyd* with a key to the sails (thanks to Dr Ian Friel).

Acknowledgements

The volume began with a suggestion from Bristol Archives who have been generous and helpful in making the material available. The Bristol Record Society has encouraged the project from the outset. Professor Jonathan Barry has supplied prompt and positive guidance and support. As usual, we and the Society are grateful for the care which always bring to our publications.

There are some very specific acknowledgements in appropriate sections but here we must recognise the work of Dr Dilys Harlow with the medical detail of the *Dreadnought* (section 2).

And perhaps we may also thank each other for a pleasant and productive partnership. Alison has done the hard work of transcription and compiling the main Glossary, and Jonathan has done the analysis and the *Lloyd* presentation; but throughout we have proceeded in consultation and agreement.

1

THE *JASON*

The *Jason*¹ was a gally of a nominal 150 tons. It was owned, at the time we deal with, by a Bristol consortium of 9: executors of John Becher (6 shares), Michael Becher (4), W Jefferies (3) Cranford Becher (2), George Becher (2), Captains John Plummer, and Edward Bourne (2 each), James Laroche (2) and Anthony Swymmer (1). The Becher family with 14 out of 24 shares clearly had the controlling interest, acting as Ship's Husband; and the accounts we draw on are included in a record called the Becher papers.²

In 1743 the *Jason* set off on a slaving voyage, covering the classic triangle to West Africa and the Americas, returning in 1744.³ The slaving aspect will be dealt with in K Morgan's forthcoming volume. Here we illustrate two aspects: the communications gap and the consequent weakness of trying to manage the voyage from Bristol; and the use of colonial produce, at nominal values, in lieu of currency.

The Outset and the Inset Costs are both incomplete and the Inset Costs also include amounts in commodities at nominal values, so an overall summary may be helpful.

<i>Nature</i>	<i>Folio</i>	£	<i>s</i>	<i>d</i>	
Trade goods	8r	2676	11	7	49.2%
Advance wages	7v	103	15		1.9%
Fitting out	7v	1050			19.3%
Stores & provisions	7v, 8r	785	7	5	14.4%
Final wages	18v	304	15	7	5.6%
Duties & Fees on Imports	18v	424	4	0	7.8%
Port & sundry costs on return	18v	84	9	2	1.6%
Additional inset costs	21v	10	19	0	0.2%
Total Bristol Costs		£5,440	1	9	100.0%
Bills from Hill & Co Carolina	22r	149	1	2	3.9%
Bills from Bonsfield & Co, Lisbon	22r	731	7	10	16.4%
Deerskins sold in Bristol	19r	1813	8	8	41.7%
Other odd sales	19r	182	17	6	4.2%
Rice allocated in Bristol	19r	845	1		19.4%
Pitch allocated in Bristol	19r	468	7	1	10.8%
Total receipts		£4,350	3	3	100.0%

¹ Perhaps the same as the one which received a letter of marque in 1711 (J.W. Damer Powell, *Bristol Privateers and Ships of War* (Arrowsmith, 1930) p 97) but listed at 120 tons, which has a Becher among the owners.

² Obtained for Bristol Archives by donations from the Victoria & Albert Museum and from the Friends of Bristol Museums, Galleries & Archives. BA 45167, hereafter by folio number only in this section.

³ As listed in D. Richardson, *Bristol, Africa and the 18th-century Slave Trade to America* II (BRS, XXXIX, 1987) 134 where the whole voyage is summarised, but without returns.

So, a loss of just on £1,250, less no more than £500 for the value of the vessel before refitting, and with final accounts not settled till four years after the sailing.

Owners' Instructions

Perhaps the single factor which contributed most to this loss was information delay. The owners' original instructions on the best West African trading prospects seem to have been in error and had them shipping only 200 odd slaves instead of maybe 300⁴ but at higher costs than planned (about one eighth of the trade goods were unused). The various further instructions sent (including notice of the declaration of war with France!) were too late to stop the *Jason* from landing at South Carolina, where duty was still payable, where good bills were hard to find, and where rice, ('anything but Rice', *f 13v*), on the owners' account had to make up over a third of the net returns.

F 3r-4v Owners' Instructions to Captain John Bartlett

Capt John Bartlett

Bristol 13th Aug 1743

We appoint You Commander of our Ship the *Jason* Gally, in her with your Ships Company (which we allow to be Thirty five in Number, yourself included & no more) You are to embrace the first opportunity of wind or fair weather to sail directly for Angola on the Coast of Africa, where we order you to call first at Cape Benda, unless in your passage you should be drove to Leeward, then touch at Malimba & send your long Boat from thence to enquire into the State of Trade & number of Ships at Cape Benda which if you find to be glutted & trading to be much better at Malimba you are then to trade there, but 'tis our direction that you avoid Loango if it be possible to have the ship at one of the other places our Cargo being calculated for Cape Benda where we hope you'll meet good Trade as we apprehend you'll find but few English ships on the Coast; We have put a Cargo of goods on board as per Invoice hereto annexed, amounting to the sum of Two thousand Seven hundred Forty two pounds one shilling & sixpence,⁵ which you are to dispose of for as many likely Negroes as our ship can conveniently carry, taking care not to purchase any that are old or decrepit or young children, and from the largeness of our cargo we hope you'll be able to bring off a good quantity of Elephants Teeth besides: When you have slav'd our ship or done as much thereto as our cargo will admit of, you are to make the best of your way to the Island of St Christophers where being arriv'd apply to Thos Mills Esq (in case of his decease or absence then to Mr Richd Rowland) who if will engage to take to our whole cargo of negroes at no less than Eighteen pounds sterling money per head round (all above to be on our Account) to get the ship loaden on Freight for this Port or London in at least three months from the time of her arrival there, and that he will by that time remit not less than Six Eighthths of the proceeds of our Negroes in good Bills of Exchange, and the remainder in like manner within twelve months from the time of Sale. You are in such case to stop with him, otherwise proceed to the Island of Jamaica where deliver our Negroes to Messrs Du Commun, Becher & Co, from whom you are to take an obligation that they will dispatch our ship in at least three months from her arrival & will by her remit us Six Eighthths of the proceeds &

⁴ But in 1746/7, the same owners made a profit of over £5,250 on a similar voyage on 360 slaves. D. Richardson, *Bristol, Africa and the 18th-century Slave Trade to America* III (BRS, XLII, 1991) 3.

⁵ As invoiced, but settled for £2676 11s 7d, Outset account 8r.

the remainder in twelve months from the time of Sale: observe that whoever sells our Negroes must give you his or their obligation to make good the Sale, that is, to stand to all debts & to specify in it that he or they is or are to have for Commission Five per cent on the Sales & Five per cent for what they ship on our account, which obligation you must deliver us on your arrival here.

Wherever our Negroes are discharged we direct you to keep an Account Sales of them, that is, the person or persons to whom you are consigned shall upon their sending for any Negroes at same time make you acquainted to whom & at what prices they are sold which Account you are from time to time to transmit to us as opportunities offer.

[f 3v] Take notice that in duly complying with our Orders, your Wages is to be Five pounds per month, Commissions Four out of every one hundred & four pounds net proceeds of all you purchase & is sold on our Account, that on the Negroes will be paid you by him or them who shall make Sales of them in the West Indias, and that on the Elephants Teeth or else after being sold here; we also on the same terms allow you the privilege of Four Negroes freight free, and the liberty of carrying Four more on Freight for which you are to pay Six pounds sterling per head, and 'tis our orders that the Negroes purchased on your own account be immediately mark'd on their coming on board in the presence of your Chief mate & Surgeon, to each of whom we allow one privilege Negroe (the latter to be taken out of our Cargo for which he must pay you in the West Indias) both which must be likewise markt at their coming on board; these Negroes with those allow'd yourself (as above) are all that shall be put on board our ship except those on our own Accounts, as to Elephants Teeth you have the liberty of buying any under the weight of Twenty Pounds each, all of or above that Size must be for our Accounts, as we will not admit of any else of that weight to be put on board our ship, nor purchas'd by yourself or any one else belonging to her.

In the course of your Trade tis our directions that you give both your Mates & Surgeon as much insight as possible That in case of your Mortality (which God forbid) they may not be at a loss how to proceed, if it shou'd so happen your Chief Mate Mr John Tyler is to command The Ship & act according to these orders; we farther direct that your account of Trade on the Coast (as exact as tis possible) be made up & sign'd every night by one of your Mates & the Surgeon in This Day Book now deliver'd you for that purpose wherein are These our Orders, in case of your Mortality This will justify the actions of your Trade that your Successor can make no handle of the misfortune, by pleading (as hath been frequently done) the Loss of Goods etc which this will prevent & it will be to your own advantage as well as our satisfaction.

Where you discharge in the West Indias you are to pay one half the Wages in the Currency of the place (unless you shoud go to Carolina then it must be in the Currency of Barbadoes) but take notice not to pay it till you are near ready to sail for this Port, where you are to return in order to end the Voyage (unless you proceed to London from St Christophers as before directed) The months pay here advanc'd you are to take no notice of, only with such as are dead or clear'd, in the former case you are to make up the whole Wages in the Currency of the Island (except Carolina as aforesaid) and should any of your people enter on board any of his Majesty's Ships you are to pay them [f 4r] in the Currency as above mentiond (look over your Contract with them) & not draw Bills on us for any part of it as some Commanders have ignorantly done.

If you meet with a full Freight for our ship home from the West Indias sell the Butts for the most [they] will Yield rather than leave out any Goods on that account, & tho' you may not get a full Freight you may sell any or all of them provided you can get not less than Twenty shillings a piece, and what money you may receive for such or any return'd Goods you dispose of bring it home to us as the persons to whom you are consign'd must supply you with money to pay all Expences of Wages etc if you shou'd have any Gunpowder or India Goods return'd from the Coast sell them in the West Indias on the best terms you can (or leave them in the hands of him or them to whom you are consign'd) for they are prohibited from being brought back hither.

Herewith we deliver you an account of the great Quantity of Provisions etc put on board for the use of the Voyage, you have also a Portlidge Bill, & as you cannot be insensible of the great charges & continual expences we shall be at for monthly Wages etc, we earnestly recommend to you all diligence possible to make dispatch at every place, particularly on the Coast of Africa where the least delay or neglect may ruin the Voyage; we order your care of the ship her stores & appurtenances also such an oeconomy on board that there be neither waist or want taking especial care that your Negroes be duly fed, attended & not abused by your sailors, likewise that such a strict guard be continually kept over them that you may not be surprised by their mutiny which you are sensible often happens (though so easily prevented) and have been of the most fatal consequences.

Take the first and all proper opportunities of providing yourself with all proper Necessaries on the coast, that the ship may not be detain'd after having purchased your Compliment of Negroes: Let us hear from you by every opportunity as well of your own proceeding as of any other vessels that may be in company with you on the Coast, where we desire you will not suffer any Visits to or from our ship as by such means Epidemical Distempers have been convey'd to the destruction of many Voyages, besides the great loss in the lives of many white men & as often as you write do not omit to mention what goods are most in demand.

Notwithstanding we have in the foregoing [*f 4v*] part of these Orders directed, That as soon as our ship is slav'd you are to make the best of your way to St Christophers, we now think proper to direct as follows, which you are to observe; There has been for some time past such a large Duty on Negroes at Carolina, that the importation of them into that Colony has been prohibited, but the Duty ceases on the fifth day of July next, and as it may happen that by long passages or being detain'd at Angola you may be in time to reap the benefit of that market so if you have any prospect of reaching it by that time (or not exceeding the tenth of August) you are accordingly to proceed thither without stopping any where, unless necessity shoud oblige you, in this case if you should touch at St Christophers, & in all likelihood be about ten days or a fortnight too soon to reach Carolina by the 5th of July (as you must not go over the Bar before that day) we would have you in such case stop the ship so long there, taking particular care that no dirty water may be fill'd which have been ere now very prejudicial; tho' from the danger of loosing our sailors & other unforeseen accidents, we shoud be much better pleas'd if you cou'd avoid touching at any place in your way to Carolina, where being arriv'd you are to deliver our Negroes to Messrs Richard Hill & John Guerard Merchants in Charles Town from whom you are to take an obligation that they will stand to and make good the sale &

make remittance as they shall sell for our Account, and for their Commission they are to have Five per cent for Sales & the like for Returns which must be express'd in the obligation, & take a loading from them either on Freight or on our own Account for this Port, as your getting to Carolina in a very few days after the 5th July may be a great advantage to this Voyage we shall submit it to your judgement if it will not be better to keep the sea in your passage from Africa than put into any Port which we hope you will not unless necessity obliges you. Wishing you health & a prosperous voyage, we commit you to the protection of the Almighty who we trust will guide you safe back to

Your friends & Owners of the Jason Gally M Becher for the Estate of J B & Self, W Jefferis, J Laroche, C Becher for self & DGB, J Plummer,
Bristol 13th August 1743

Then received of Michael Becher the original orders (whereof the foregoing is a true Copy) and which I promise to observe John Bartlett

F 6r Owners to Captain Bartlett at St Kits – 24 February 1743

Capt John Bartlett (under cover to Thos. Mills Esq) Bristol 24th February 1743 at St Kits - per the Severn Trow & Coppy sent by Mr Laroche via London

We hope that this will find you well & safe arrived at St Christophers [St Kitts] with a good healthy cargo of Negroes: Upon a reviseal of the original orders gave you we find it mention'd that in case you should be stopp'd at St Kits & our Cargo sold there, that the person to whom you are consigned have the liberty of sending the ship to London on Freight provided it could not be got for this Port, but we now think otherwise & 'tis our directions you come directly hither; if Freight should be scarce & there be occasion we will be concern'd for the value of 100 or 150 hogsheads Sugar on our own Account rather than the ship should proceed for London or come home dead Freight, with which you may make Mr Mills acquainted if you see fit, but as we apprehend he will not take to the Negroes at our limits, so you are of course to proceed to Jamaica where you are to acquaint the Gentlemen to whom you are consigned that we desire the Returns for our Negroes may be made up in Bills of Exchange, if there be any possibility of getting the ship loaden on Freight for this Port, if not we must be content to have on our own Account what may be wanting to fill the ship; but of this we shall write them particularly & only mention it to you in case our Letter to them should miscarry, that you might then make them acquainted.

Wherever you load in the West Indias we recommend that our Factors buy for our Account 50 to 100 Bags Cotton if the price do not exceed 10d per lb, also as much Fustiek as it's possible you can take to denidge the ship.

In hopes of a happy meeting we are Your Friends & Owners of the Jason Gally (sign'd) Mich. Becher, Wm. Jefferis, Edwd. Bourne, John Plummer, Cranfd. Becher, Anth. Swymmer, J Laroche

You are farther to take notice that in case of Mr Mills' death or absence you are to apply to Richard Wilson Esq & Mr John Willett junior, [no]t to Mr Richard Rowland as mention'd [in] our original orders.

F 6v Owners to Thos. Mills Esq St Kits 24 February 1743

Thos. Mills Esq St Kits per the Severn Bristol 24th February 1743

& copy forwarded by Mr Laroche via London

Sir Our ship Jason Gally Capt. John Bartlett sail'd hence for the Coast of Angola the 14th August last, the Captain has directions to call at your Island & is there address'd to you & to stop provided you can make sale of our Negroes at no less price than £18 sterling per head round one with another all above to be on our Account, of all which our partner MB has made you acquainted.

In our original orders to Capt Bartlett (in case he stopp'd with you) he had the liberty of taking Freight for London, if not to be had for this Port, but we have now directed him otherwise & to come hither, if Freight is not to be had so as to make the ship full in the time limited, rather than they should go to London we would have 100 or 150 hogsheads Sugar on our Account, and desire you will at the same time ship for us 50 to 100 Bags Cotton if to be had at a price not exceeding 10d per lb, and as much Fustick as she can possibly take for Denidge; all this we mention in case you should undertake the sale of our Negroes, but if you do not & the Captain have occasion for any necessaries in his way to Jamaica please to supply him & your Bills on us for the same shall be duly honoured by

Sirs, Your most obedient servants (sign'd) Mich. Becher, Wm. Jefferis,
Edwd. Bourne, John Plummer, Cranfd. Becher, J Laroche

F 7r Owners to Messrs Du Commun, Becher & Co 24 February 1743.

Messrs Du Commun, Becher & Co (per Seymour) Bristol 24th February 1743

copy forwarded by Mr Laroche via London & copy per Enterprize

Sirs, As we expect our ship Jason Gally Captain John Bartlett will soon be with you, we think it high time & necessary to give some directions about the terms we would choose to have for our Negroes; accordingly we would prefer Bills of Exchange if to be had not exceeding 40 per cent, provided you can procure our ship a full Freight for this Port, and as we apprehend she will be with you in the height of the crop you may have no great difficulty in it, however as we would not have her come very short of her Loading, if Freight is not to be had you may then ship 100 or 20 more hogsheads Sugar on our Account, if there be occasion, and we recommend you shipping for us 50 to 100 Bags Cotton provided the price does not exceed 10d per lb, and as much Fustick as our ship can possibly take for Denidge: But as it may happen that Bills of Exchange are not to be had at our limits and that you may sell a good part of our Negroes for Cash (with which you cannot procure good Bills at the said Exchange) we desire that the same be sent by the first Man of War that sails for Great Britain next after the sale you make for such specie, giving us timely notice (if any opportunity offers) that we may make Insurance.

We are Sirs Your most obedient servants (sign'd) Mich. Becher, Wm. Jefferis, Edwd. Bourne, John Plummer, Cranfd. Becher, J Laroche

F 11r Owners to Hill & Guerard in CharlesTown South Carolina 9 March 1744

Messrs Hill & Guerard per the North Cape & the Rawleigh Merchts in Chas. Town So. Carolina also Coppy sent per Mr Laroche via London Bristol 9th March 1743

Sirs Our ship Jason Gally Capt. John Bartlett sail'd hence for Angola the 14th August last, if it happens that she might reach Carolina the beginning of July or not exceeding the 10th Augt. Next, the Capt. has directions to address himself to your House for the Sale of our Negroes, in which we doubt not your care to the best advantage, we recommend & prefer the Selling as many as possible for good Bills Exchange payable in England or Spanish money so as to answer the Exchange, but if such a sale cannot be obtain'd & you are oblig'd to sell for the Country produce & paper Currency, we hope you'll secure as many Skins as possible as we fear that Rice will make a very bad Return, however we shall be content to have our ship laden with Pitch, Rice & Skins on our Account for this Port where the Capt. has directions (in the enclos'd letter) to return unto to end the Voyage; Altho we mention your making sale for Bills of Exchange & money, yet we would not be understood thereby to pay an extravagant price by having the same remitted immediately, but to sell as many Negroes for such at the usual time of payment. Mr Alderman Jeffries has been pleased to communicate to us some Contents of your letters to him of 11th & 23rd January, by which & the Resolutions of your assembly it may be imagin'd that the high duty on Negroes will be continued, if so, or that it shoud exceed fifteen pounds Currency per head, then we beg the favour of you to give to the several Pilotes that the Ship be prevented from coming over the Bar, & to order the Capt. to proceed directly to York River Virginia & deliver our Negroes to Col. Geo. Braxton & Son. We hope this will find Mr Hill safe arriv'd, our Respects attend the Partnership & are

Sirs Your most h[umble] servants (Sign'd) Mich. Becher, John Plummer, Wm. Jeffries, Cranfd. Becher, James Laroche, Geo. Beecher, Edward Bourne

F 11v Owners to Captain Bartlett 9 March 1744

To Capt John Bartlett (Under cover to Messrs Hill & Co with Coppies sent as to Messrs Hill & Co.) 9th March 1743

Capt. Bartlett In case this shoud meet you at Carolina or off that Bar you are to observe our Negroes are not to be dispos'd of there if the Duty should exceed fifteen Pounds Currency per head of which Messrs Hill & Guerard will make you acquainted, if otherwise we referr you to our Letter to those Gentlemen both as to the sale of our Negroes & the Returns we have directed them to make, but as we apprehend the high duty may continue, then we direct you to make the best of your way to York River Virginia, where we address our Negroes to Coll. Geo. Braxton & Son for Sale & Returns observing the Directions given them about your Reloading for this Port whither you are to return to end the Voyage. We have left our Letter to Col. Braxton open for your Perusal, but be sure you seal before you deliver it. In hopes of a happy meeting after a successful Voyage we remain Your friends & Owners of the Jason Gally
Mich. Becher, Wm. Jeffries, Jas. Laroche, Edwd. Bourne, Cranfd. Becher, Geo. Beecher

Owners to Colonel George Braxton & Son 9 March

To Col Geo. Braxton & Son

9th March 1743

(Under cover to Messrs Hill & Co. with Coppies sent as before to Messrs Hill & Co.)
Gentlemen If you receive this twill be from the hands of the Capt. of our ship Jason Gally who we have directed to apply to you for the sale of our Negroes, in which we doubt not your usual good Management, as to the Returns we prefer Bills of Exchange (no specie) but if it happens that Freight should be scarce so that you could not procure a full loading for this Port we are content to have One hundred hogsheads Tobacco on our Account rather than she should come home dead [f 12r] freighted, however as she may very likely be with you in a good time hope there will be no difficulty in procuring a full loading of Tobacco on Freight, which if you are disappointed in also that the hundred hogsheads (as before mention'd) cannot readily be procur'd, we should then choose to have a Loading of Pitch on our own Account if to be got in any reasonable time.

We are Sirs Your most h[umble] servants (Sign'd) Mich. Becher,
Wm. Jeffries, Jams. Laroche, Edwd. Bourne, John Plummer, Cranfd. Becher,
Anthy. Swymmer, Geo. Beecher

F 12r Owners to Captain Bartlett at St Kitts 2 June 1744

To Capt John Bartlett at St Kitts per Cape Fare, Bristol 2d June 1744

Capt. John Bartlett We wrote you the 24th February under cover of Thos. Mills Esq. (as this goes) since that war is declar'd between us & France, so that we suppose Mr Mills will not take to our Negroes at the price limited & that you must proceed further, & whereas we mention'd in our Original Orders your going to Carolina we are now of a different Opinion as we apprehend that that will be a bad market for Negroes & the returns from thence intolerable, so that if you do not stop at St Christophers [St Kitts] 'tis our positive orders that you make the best of your way directly to Jamaica & there deliver our Negroes according to our Original Orders recommending to the Gentlemen there the selling as many as possible for good Bills of Exchange & Cash as we dread the Returns in Sugar or any other of the Country produce, but rather than the ship should come home dead freighted they may ship as far as [f 12v] One hundred hogsheads Sugar on our Account & Seventy or Eighty Bags Cotton provided the price does not exceed ten pence per lb and be sure to take in as much Fustick on our Account as will denidge the Ship. What Gold or Silver the Gentlemen in Jamaica may receive on our Account we order to be shipt on the first Man of War bound home. In hopes of a happy meeting after a successful Voyage we remain

Your friends & Owners of the Jason Gally (Sign'd) Mich. Becher,
Jas. Laroche, Wm. Jeffries, John Plummer, Cranfd. Becher, Geo. Beecher

F 12v Owners to Captain Bartlett at South Carolina 2 June 1744

To Capt. John Bartlett at So. Carolina Via Lond. & copy per the Mary Bristol 2d June 1744

Capt. John Bartlett We wrote you the 9th March under cover of Messrs Hill & Guerard (as this goes) since when there being war declar'd between us and France we are of Opinion that Negroes will bear but an Indifferent price at Carolina besides the Great Risque & charge of Bringing Effects Thence (Insurance being at

20 Guineas per Cent, so that 'tis our Orders you proceed to Virginia we say to York River and there deliver our Negroes to Col. Geo. Braxton & Son recommending their selling as many as possible for Bills of Exchange, hope they'l be able to procure a full Loading of Tobacco for her on Freight for this Port where you are to return to end the Voyage, but if Freight should be scarce & that the shipping to the Number of One hundred hogsheads might engage others to fill up the ship we are content to have that quantity on our Account, but if Tobacco should be scarce or dear [f 13r] that is to exceed sixteen shillings per hundred [weight] & that a Freight of it cannot be had, then we are content to have a loading of Pitch on our Account if to be procur'd in any reasonable time.

PS We are at the 6th & since the foregoing have limited Messrs Hill & Guerard to which we refer you.

We are your friends & Owners of the Jason Sign'd Mich. Becher, Jas. Laroche,
John Plummer, Cranfd. Becher, Geo. Beecher, Edwd. Bourne, Wm. Jeffries

F 13r Owners to Hill & Guerard (Carolina) 6 June 1744

Via London & Copy per the Mary To Messrs. Hill & Guerard (Carolina) 6th June 1744

Sirs We wrote you the 9th March last relating to the affairs of our ship Jason, since which we have seen Letters from Angola which advise such a Scarcity of Negroes & dull Trade there, that 'tis very likely our ship will be so long detain'd as to reach Carolina about the time fix'd to our Capt. in the original Orders, viz: from the 5th July to the 10th August, but as from the late Rupture with France, it may very reasonably be imagin'd that Negroes will bear but an indifferent price with you, beside the bad returns which rice etc will make we are come to this Resolution (if this Letter should reach you in time) that unless you can dispose of our Negroes at no less price than Twenty pounds sterling per head round clear of Duty & the money to be remitted in twelve months from the time of her arrival with you, she is to proceed to Virginia & there follow the Instructions given to the Capt. in enclos'd Letter (which please to deliver on his arrival) If our ship should stop with you & you cannot procure a Freight for her for this Port, then you may load with Pitch on our Account & pick up as many as possible in the time she lyes there but not to detain her.

We are Sirs Your most h[umble] servants sign'd Edwd. Bourne, Mich. Becher, John Plummer, James Laroche, Geo. Beecher, Willm. Jeffries, Cranfd. Becher

F 13v To Hill & Guerard 6 November 1744.

Messrs Hill & Guerard By the Friends Adventure 6th Nov. 1744

Copy per Mr Cuzzens Ditto Sent by Alderman Jefferis via London

Sirs We have recd your favour of the 19th Sept, also Copy of what you wrote the 28th Aug, the account Sales of the Jason's Negroes is to satisfaction & we presume will be found right on examination, could you have avoided selling any for Rice 'twould have been more agreeable however we are content, though we hope this will come in time to prevent your shipping more than what comes by the Jason for our Account and that you may have an opportunity of selling what remains at the Current price, if not we should better pleas'd that you dispose of

it at 25/- per cwt (we say your hundred) rather than run the risque of any market with it, but if this low price cannot be obtain'd, then we you'll hire or Charter one or more good Vessels to carry what remains to Lisbon & there to be address'd to Messrs Bonsfield, Whiting & Foreman, giving us timely notice in order to make Insurance, but of this we hope there will be no occasion as we doubt not your endeavours & that you will certainly be able to effect the sale of it on the spot, if you are not & are oblig'd to ship as above mention'd we expect you'll keep back as much as your Commission thereon amounts to, we perceive by the Sales that you have brought it to Currency, whereas we think the Commission should be taken in kind: We are glad that you intend shipping for our Account on the Jason 10,000 lb of deerskins & some Pitch (anything but Rice) we hope soon for a sight of our ship & doubt not but your Remittance by her and hereafter for the Balance will be to the satisfaction of

Gentlemen Your most humble servants Sign'd Mich. Becher, Wm. Jefferis, Jas. Laroche, John Plummer, Ed. Bourne, Cranfd. Becher, Anth. Swymmer

F 14r Owners to Hill & Guerard 10 August 1745

Messrs Hill & Guerard per Friends Adventure & Coppy per Indian King
10th August 1745

Sirs We have before us several of your favours the last of the vjth June, before which time we were in hopes you might have procured a Freight for our Rice to Lisbon, but we observe by it that you have not been able as yet to get for more than 200 Barrels on the Trow Wellcome Alexander Leith Master so that considering the uncertainty of Freight to be had with you we have agreed with the Owners of the Friends Adventure Capt. Allen (by whom you'll receive this for her whole Loading at the rate of £6 10s per ton of 20 cwt English weight, let it be address'd as formerly directed to Messrs Bonsfield, Whiting & Foreman, but if it should so happen that you have already shipt off our Rice, we then desire you'll buy as much for our Account as there may be wanting to fill her up provided the price does not exceed fifteen shillings per hundred weight, if it should hope you'll be able to pick up a Freight for her in time that we may not suffer by our agreement with the Owners; We doubt not your care that what you ship for us be clean & free from Weevil; if there should yet be any of our Rice remaining with you & no Freight to be had for Lisbon we then desire you to send it to any other markets in Europe (except those of Great Britain) nay if Freight offers you may send it to St Christophers [St Kitts] or Jamaica, if to the former let it be address'd to Thos Mills Esq, if the latter to Messrs Du Commun Becher & Co.

We hope you'll be able soon to close the account & that you will send a Bill of Exchange for the Balance, if any of the return'd goods remain please to let them be sold immediately at publick sales; we are sorry to hear the Gunpowder is so much damaged, Capt Bartlett assures us it never receiv'd wet in the ship so that it must have been done going to shoar, we are well satisfied that you'll make the most of it with the rest & remain

Sirs Your most humble servants
Owners Jason Gally

M B & Company

F 14v Owners to Hill & Guerard 10 August 1745

Messrs Hill & Guerard per Friends Adventure 10 August 1745

Sirs We have already wrote to you by this conveyance, the present serves only to hand you the heads of the Agreement we made with Owners Friends Adventure which we send for your perusal & to prevent paying Demurrage; when you have shipt the Rice you'll please to send the inclos'd or a Copy of it to Messrs Bonsfield, Whiting & Foreman, that they may likewise be acquainted with our agreement.

We are Sirs Your most humble servants M B & Co. Owners Jason Gally

F 14v Owners to Hill & Guerard 29 August 1745.

Messrs Hill & Guerard per Indian King 10th August 1745

Sirs The foregoing is the substance of what we wrote you this day by the Friends Adventure which we wish well to you, but if it should happen that she miscarries we then desire whatever of our Rice remains with you that you'll observe the latter part of the first paragraph of the foregoing viz. and if there should be yet any of our Rice remaining with you & no Freight to be had for Lisbon, we then desire you'll send it to any other markets in Europe (except those of Great Britain) if Freight offers you may send some even to St Christophers [St Kitts] or Jamaica, if to the former let it be address'd to Thos. Mills Esq, if the latter to Messrs Du Commun Becher & Co.

We are Sirs Your most humble servants M B & Co. Owners Jason Gally

F 15r Owners to Hill & Guerard 29 August 1745.

Messrs Hill & Guerard per Friends Adventure 29th August 1745

Sirs We already wrote you two Letters of the 10th Inst. by this Conveyance, and sent Coppies thereof by the Indian King, you'll therein observe the Engagement we were under with the Owners Friends Adventure in relation to loading her with Rice for Lisbon, but your favours of the 10th & 11th Ult. are just now come to hand in very good time to make void the Agreement which we have done accordingly, as we observe you had at last got Freight for all our Rice in your custody; and as you collect the remainder if no Freight offers for Lisbon send it to any other markets in Europe (except Great Britain) nay as mentioned before by their conveyance you may send some even to St Christophers [St Kitts] or Jamaica if Freight offers; but we cannot apprehend that you will receive much (if any) more Rice for our Account as by the Account Sales we judge it could not amount to more than 1100 Barrels & you have with what's advis'd on the James Capt Ball shipt already 1056, so that we hope that you will immediately close the Account with a good Bill of Exchange which will oblige

Sirs Your most humble servants M B & Co. Owners Jason

Rice as Currency

As for rice as currency, (see *f15v–18r*) the valuations were not only nominal but variable; though it is difficult to tell as the ‘barrels’ themselves vary: those to Lisbon weighing out at about 540 lbs each (*f15v, 16r*) and those to Bristol at half this (*f19r*). The overall valuation per cwt in South Carolina is about 16s sterling which is close to the valuation of the Bristol imports at 15s. But the 871 barrels shipped to Lisbon were valued at only 6s a cwt while the 888 barrels for which the agents accounted realised just over 4s per cwt.⁶

F 15v–16r The Agents’ Accounts, in Rice with nominal values.

Drs Mssrs Hill & Guerard of South Carolina

**NB The Rice is not exclusive but is included in the Amount of £25,956 12s 4
the Net Proceeds of Negroes and the reason of its being particularised in this
Account is to show the quantity sold for & how remitted.⁷**

1744		Rice li.	£Car]		
Aug 20th	To Net proceeds of 202 Calabar Negroes	544500	£25956	12	4
	To ditto of a parcel Return’d goods as per Account		1767	16	5
	To the Long Boat & Yawl for £79 - -				
	Commission 5 per Cent 3 19 -		75	1	
		544,500	£27,799	9	9

[*f 16r*]

Crs

1744		Rice li.	£Car		
Nov 12th	By amount Invoice Sundries on the Jason	75219	12582		
	By Cash paid Capt Bartlett’s Coast Commission	£998 6 7			
	By ditto pd. ditto for the Ship’s Use	4017 4 10			
	By ditto paid James Grame Esq	20			
	By ditto pd. Wm. Greenland Butcher	32 2 6			
	By ditto paid Peasgrove’s Wages	140 13 6			
		5208 7 5			
	Commission 5 per Cent	260 8 2	5468	15	7
	By Cash paid Edwd. Fowler for 100 Limes		1	5	
	By ditto for a stone jug which was broke		1		
1745 July 13	By amount. Invoice 200 Barrels Rice on the Welcome	104243	1926	8	
29	By ditto 548 Ditto on the James	297674	5345	14	8
Sept. 18	By ditto 123 Ditto on the Dolphin	67364	1194	17	
	By the Vendue Master’s Commission on Sale of the Boats		3	19	
Feb. 10	By Bill of Exchange for £100 Sterling with Exchange & Commission		735		

⁶ I have applied £7 Carolina and 3.7 milreis to the £ sterling, following J.J. McCusker *Money and Exchange in Europe and America, 1600–1775 : a handbook* (Macmillan, 1978) p 223 and p 112.

⁷ Half of this note runs over to the facing page f16r.

1746 April 26	By Ditto for £49 1 2 Stg. with ditto & ditto.		386	16	7
Nov. 28	By Ditto for £18 15 9 ditto & ditto.		147	18	11
	By cost of a Protest made against. Capt. Frankland		4		
	By Ditto of a Lock for the Cabbin door		1	15	
		544,500	27799	9	9

F 15v-16r Messrs Bonsfield, Whiting & Foreman of Lisbon in Acct with Owners Jason Gally

Drs

1745		[milreis]			
Jan 21	To Net proceeds 200 Barrels Rice of the Welcome	667\$636	£		
	To Ditto 565 Ditto of the James	2090\$ 15			
April 21st	To Ditto 123 Ditto of the Dolphin	444\$340			
		3201\$991			

[f 16r]

Crs

1746 Sept. 15	By a Bill of Exchange on Burrell & Raymond	800\$000			
Dec. 27	By Ditto on Willm. Young	500\$000			
Feb 7	By Ditto on Edmd. Field	500\$000			
1747 March 30	By Ditto on Gurnell 400\$ & on Bristow 200\$	600\$000			
Nov 26	By Ditto on Chase	200\$000			

Jason Documents List

Those in bold are given above; to access transcriptions of the others see p 8.

[inside cover, *f 1r*; *1v*: Becher household.]

f 2r-2v Invoice of Sundry Goods shipt on board The Jason Gally August 1743. ie Trade Goods

f 3r-4v Owners' Instructions to Captain John Bartlett 13 August 1743.

f 5r Portlage Bill for Captain Bartlett, 1st & 2nd Mates, 3rd Mate/Sailmaker, Surgeon, Carpenter, Cooper, Gunner, Boatswain, 19 sailors, & 7 landsmen, at £72 15s per month.

f 5v An Account of sundry Provisions etc on board the Jason Gally f for the use of the Voyage, August 1743 (not priced).

f 6r Owners to Captain Bartlett at St Kits 24 February 1743.

f 6v Owners to Thos. Mills Esq St Kits 24 February 1743.

f 7r Owners to Messrs Du Commun, Becher & Co 24 February 1743.

f 7v List of Suppliers, amounts invoiced & actually paid 14 August 1743 Excludes Trade Goods.⁸

⁸ Total £1846 8s 3d paid must be incomplete for the sheet ends 'Forward' but is not continued, and the amount charged to the owners differs, £8r.

f8r Outset Charges apportioned to partners.

f8v–10v Accounts for each partner, amount due at Outset and how settled or otherwise.

f11r Owners to Hill & Guerard in Charles Town South Carolina 9 March 1744. (1743 Old Style).

f11v Owners to Captain Bartlett 9 March 1744. (1743 Old Style).

f11v–12r Owners to Colonel George Braxton & Son 9 March 1744. (1743 Old Style).

f12r–12v Owners to Captain Bartlett at St Kitts 2 June 1744

f12v Owners to Captain Bartlett at South Carolina 2 June 1744.

f13r Owners to Hill & Guerard (Carolina) 6 June 1744.

f13v Owners to Hill & Guerard 6 November 1744.

f14r Owners to Hill & Guerard 10 August 1745.

f14v Owners to Hill & Guerard 10 August 1745. 2 letters

f15r Owners to Hill & Guerard 29 August 1745.

f15v 16r The Agents' Accounts, in Rice with nominal values.

f16v–18r Partners' shares of Inset including Rice & Pitch at nominal values.

f18v–20r Inset Accounts.

f20v Owners to Hill & Guerard 9 August 1746 acknowledging bills in final settlement.

f21r blank.

f21v Accounts omitted from Inset, and including final settlement from Carolina and Lisbon agents.

2

THE *DREADNOUGHT* PRIVATEER

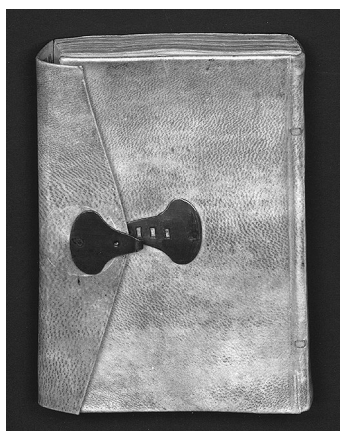
Introduction

The *Dreadnought* was licensed as a privateer in 1757, nominally of 130 tons, with 12 guns and 12 swivel guns and a crew of 140;¹ but the Surgeon's Journal states that she had 14 four pounders. Her owners were Martin French, Jonah Thomas, John Herbert and William Wasborough of Bristol.

The main account of the voyage printed here is that of the ship's Surgeon, kept in a clasped leather-bound journal (right).² We do not know who the Surgeon was. The Letter of Marque names Samuel Pye and there was indeed a doctor of this name in Bristol at the time.³ The fact that Samuel Pye got married in 1758⁴ is consistent with his having returned from a fairly lucrative voyage. A possible set of initials on [f 5r] could well be SP. And no other name has

come forward. On the other hand, only a week before she sailed, the owners were advertising for an able surgeon.⁵ And the writer of this journal seems to have been already experienced at sea where there is no reason to suppose Pye was. So the only identification must be 'Samuel Pye (?)'.

Whoever he was, the surgeon's journal is full of interest. For one thing, it gives a full picture of the privateer's activities. The chief impression left by his account is that privateering was a great game of Blindman's Buff. Both privateers and their prey tried to hide their identity, and might get to the exchange of shots before this became clear. For example on May 25th, only a few days out, the *Dreadnought* flew French colours and attempted to cut out the prize of a supposed French privateer; only to find that the captor was another British privateer which caught up on them and opened fire, with another ready to fire on her [f 3v]. On July 17th where the *Dreadnought* and the *Eagle* gave chase to another boat which proved to be yet a third privateer [f 17v]; and the pair fell upon yet another privateer next day [f 18r]. Again on July 30th, the *Dreadnought* opened an engagement under French colours against a ship under the British flag which



¹ TNA HCA 26/7/70 1757 March 22.

² BA 44938. This image and that on the entry for 27th May are copyright of Bristol Archives.

³ From notes supplied by Prof Jonathan Barry, born 1729, nephew of Samuel Pye, a Bristol surgeon. d 1809.

⁴ June 8th St Augustine Bristol.

⁵ BA Bristol Infirmary Biographical Memoirs 1 p79.

they thought was really French – but it was another British privateer [f 21v-22r]. On August 2nd, they encountered four other British privateers [f 25v].

Altogether in two 2-month cruises the *Dreadnought* had some 40 encounters with potential prizes or enemy privateers, giving battle on five occasions. Nineteen of these turned out to be with other British privateers or their prizes. Most of the others turned out to be neutrals who could not be taken. Yet this was a successful voyage; with two prizes taken to a value of over £30,000, of which the surgeon's share came to over £340 [f 78r].

Next, the surgeon gives a detailed account of his cases and his treatments. Professionally Surgeon rated below Physician, and above Apothecary. But a ship's surgeon had to be a complete all-rounder, and the journal tells us how he treated every case, and how each fared. (Most of the cases arose from accidents and internal disorders rather than from action.) The detail makes a useful addition to the corpus of material on C18 medicine.

The decision to record medical details in a separate record seems to have been taken after the main journal was begun: the first case to be so recorded being on July 6. For a short time the two accounts are parallel with less detail in the main journal. But from August medical material appears only in the medical sections. These must surely have been written up in arrears, unless he was truly prescient as to the space needed for the main account; so we must assume that he was keeping notes all the time, perhaps even less intelligible to a reader. Why write it all out later? Perhaps as a safeguard against a suit for malpractice? Or, if he was still apprentice, to show his master.⁶

Finally, we get a vivid picture of relationships on the *Dreadnought*, especially of Captain Leisman, by no means esteemed by the surgeon nor apparently by at least some other officers. And we may note here that although the *Dreadnought* was commissioned again as a privateer in 1758, Leisman was not reappointed.⁷

Editorial Method

We have retained our usual practice when it comes to the medical details and particularly the prescriptions in this journal, but with some difficulty. Hand-written medical prescriptions have been an affront to intelligibility even into our own times and here the writer is writing only for his own record. He has used abbreviation to the point of abuse, so that a whole line may be made up of half-a-dozen single letters with stops. But it is we, the editors, not the readers, who are supposed to grapple with these obscurities. So we have expanded as we think best, with a [?] where we are really unsure.

But there is also a lot of Latin, common form for medical men then. We leave the Latin as we believe he had in mind but attach a translation in square brackets. (There is a special difficulty with what appears often as 'ter' – or is it 'tre' and does it stand for ter, three times; or ter[tius] third; or tre[s] three? The policy has been to leave it as 'ter' in transcript but gloss it as three, three times or third whichever makes sense.)

⁶ It was quite common for a surgical apprenticeship to stipulate for at least one sea voyage. In BAFHS CD or online Index of Apprentices to 1724, you will see examples in the final column of where this was specified as part of the apprenticeship contract. Examples are: Joseph son of John Triggs of B'l app'd to Jonathan Edwards barbersurgeon 7yrs after end of first 4 years service app to be employed at sea if he desires it 17.8.1692; John son of John Pryear Somerset yeoman's son dec'd app'd to Richard Sandford b/surg and Hester 19.7.1689, to spend so much time after 3 yrs at sea as Master and Mistress think and see convenient; and Jonathan son of Richard Sandford B'l merchant tailor app'd to Richard Sandford [his brother] b/surg and Hester wife 7yrs to serve as much as his master and mistress think convenient at sea.

⁷ See the very full appointment and instructions printed in Powell, *Bristol Privateers*, pp 370–22. But Leisman was not dead: Poor rate 1763–1768 notes James Leisman living in Cathay, St Mary Redcliffe, BA ref: F/PR/St MR/63–68. Burial, St Mary Redcliffe James Leisman, 23/3/1772 BA ref: P/St MR/R/1/9, Will 1772 (nuncupative, leaves everything to wife Elizabeth, no detail given) BA ref: Wills, 1772, James Leisman.

Frequently used medical terms and prescription ingredients will be found in the fully referenced Medical Glossary at the end of this section. We record our indebtedness to Dr Dilys Harlow who wrestled with these medical details and compiled the Glossary. We venture to think she has made a very good job of it.

The Journal

[f 1r] A Journal of the Proceedings on Board the Dreadnought Privateer
James Leisman Commander
mounting 14 four Pounders:
For a four Months Cruize⁸ against the Enemies of great Britain
1757

[f 1v blank]

[f 2r] May 21st 1757 Die Saturni [Saturday]

At 11 OClock AM took Boat at the Gibb with the Captain in order to go down to Kingroad - drank a Glass or two of Wine at Pill and arrived on Board the Dreadnought about two PM. The Third Lieutenant (Mr White) went on shore promising to be on Board the same Evening - at 6 PM several of the Owners came on Board, and staid all Night.

[f 2v] Die Solis [Sunday May] 22nd

At 8 OClock AM Fired a Gun as a Signal for a Pilot - about 9 He came on Board & unmoored, and at 10 turned down Channel, it being high Water, & at 11 came athwart Walton Castle seeing a Boat astern we imagined it to be Mr White - bore up and stood towards him, but found we were deceived - the Owners thought proper to lay too for him & stay till they went to Town to find him. At 12 PM He came on Board.

[f 3r] Die Luna [Monday May] 23rd

Saw the Island of Lundy about 9 AM. I began to be a little Sea sick it being a very fresh Breeze. it blowed very fresh this Night - My Hammock broke from it's Moorings- soon after the first Lieutenant's (Mr Lewis) did the same

Die Martis [Tuesday May] 24th

About 10 AM Saw a Sail, beat to Arms & gave Chase, at 11 spoke with her & found her to be a Vessel from Guernsey to Dublin. My Sickness almost gone.

[f 3v] Die Mercurii [Wednesday May] 25th

At 7 AM Saw four Sail of Vessels about 12 came up with the Headmost, & found her to be a Dutchman sent our Barge on Board to examine her, while our People were on Board her there came along side us Capt Shaw in the Tartar Privateer of Bristol & told us the other two Sail were a French Frigate & her Prize, We made all the Sail we could croud from her & it being very little Wind we used Our Oares

⁸ In fact the cruise lasted till end of October, that is over five months but with a 10 day break June 19–28 *ff* 11r-11v, and 25 days ashore August 20 to September 14 [*f* 34r, 35r]. The 'four month' phrase is repeated at the end of June [*f* 11v]. The Owners' Instructions for the next cruise specifically state that she is fitted out for a four months cruise (Powell, *Bristol Privateers*, p 370).

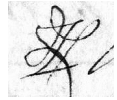
We perceived we wrong'd her [f4r] and while this Ship was chasing the Tartar, we bore down to the Prize - hoisted French Colours & fired two Shot at her to bring her too, the Prize Master imagining us to be a real French Privateer began cutting away her rigging & made her look like a Wreck but when We boarded her We found her to be a Prize belonging to the Black Prince Privateer of London & that was the Black Prince chasing the Tartar, We laid too (till Evening) then the Black Prince came up with us and fired three 9 Pounders into us - but did us no Harm - taking us for a French Privateer - but when He found his Error - He Asked Pardon. Our Capt went on Board.

[f4v] Die Jovis [Thursday May] 26th

Brought too several Dutch Hoys & borrowed a few Fowles of them. Andrew Reading fell ill this Day of a Pleurisy. Bled him & gave him a Diaphoretic Mixture with Diluting Drink.

Die Veneris [Friday May] 27th

Brought too a Swede. The Man in the Pleurisy much better. Had our Armourer this Day with a Musquet Ball, shot about an Inch below the Groin which shattered the Bone. dressed him with dry Lint moistened with a little Oil [f5r] and endeavoured to extract the Ball, but found it impossible the Accident was occasioned by one of the Musquitoons going off as He was putting in the Arm Chest.⁹



Die Saturni [Saturday May] 28th

The Man in the Pleurisy much better. ordered him a gentle dose of Physick. The Wounded Man, dressed him with Digestive and an Emollient Cataplasme over it. Ordered him An Opening Apozem

Die Solis [Sunday May] 29th

Continued the Dressings.

[f5v] Die Luna [Monday May] 30th

Continued the Dressings. The Man in the Pleurisy much better.

Die Martis [Tuesday May] 31st

Continued the Dressings

Die Mercurii [Wednesday] June 1st

At 4 AM saw 3 Sail to the Eastward & perceived them to steer different Courses we singled out the largest & gave Chase at 1 PM fired three Guns at her & she struck her Colours, [f6r] she prov'd to be a large Snow from St Domingo to Bourdeaux loaden with Coffee, Sugar, & Indigo. On boarding her we found 16 Red hot Shot to fire at us. Sent Officers &c on board her to steer her Home. Continued the dressings for the Wounded Man

⁹ This entry is followed by the hieroglyph, reproduced, which might be the initials SP.

Die Jovis [Thursday June] 2nd

Saw two Sail: gave Chase & brought them too, One was the Phoenix of Jersey the other the Defiance. [f6v] Had a Man fell ill of a slight Fever. Bled him to 12 ounces ordered him the Diaphoretic Mixture & Aqueous Drinks.

Die Veneris [Friday June] 3rd

Our Prize was chased by a large Cruizer & after firing a Gun to Leeward (the Signal of a Friend) she bore down to the Chase We seeing that directly prepared every thing ready to rake her fore & Aft & run away, for she was by much our superior force, but when we came to hail her, she proved to [f7r] be the Tartar Privateer of London (happy for us) she mounted 36 Guns, 24 - 14 pounders on her Main Deck. I went on Board with our Captain & dined on Board the Tartar. The Men all much better. Continues the Medicines.

Die Saturni [Saturday June] 4th

The Man in the Fever, able to do Duty. The Wounded Man in good Spirits. The Man in the Pleurisy tollerable well - On Deck

[f7v] **Die Solis** [Sunday June] 5th to **Die Saturni** [Saturday June] 11th

Nothing Remarkable. but had light Airs mostly from the N E this day Saw Scilly a Head. Applied a Caustic on a Bubo for the Steward. The rest all pretty hearty.

Die Solis [Sunday June] 12th

About Noon cast Anchor under the Garrison of Scilly - Came on board us the Collector & Another [f8r] Gentleman & staid Dinner. Afterwards I went on Shore with the Capt & drank a Bowl of Punch with the Governor, then went to the Collectors & had a fine Sallad & fresh Meat - then went to the Castle & was made quite fuddled. Scilly is a very Barren Place & very difficult for the Access of Ships on Account of the Numberless Rocks. It is fortified with 64 Pieces of Cannon

[f8v] **Die Luna** [Monday June] 13th

Came on Board us the Chief Gentlemen of the Island, & staid Dinner: And Considering our Way of Life, I think the Dinner was gentle, & for Curiosity, I'll insert it

1st A Dish of fresh Fish

2ndly A Piece of Beef & Pudding

3rdly A Piece of Pork & Pease Pudding

4thly Pease Soap.

5thly A Couple of Tongues.

With Punch plenty

And every Toast we drank after Dinner, we fired A Broadside which was [f9r] answered by the Fort. And at their Departure we saluted them with 13 Guns - which made the Revd Divine spoil his Breeches.

Die Martis [Tuesday June] 14th

Went a shore with the 1st Lieutenant & drank Tea at the Divines of the Island & supped with the Governor's Daughters - after a pleasant Walk with them staid till 12 OClock & afterwards found our Men had been quarrelling, however we got on Board before 4 Next Morn, after a little Difficulty.

[f 9v] **Die Mercurii** [Wednesday June] 15th

At 9 AM fired a Gun for a Pilot, & weighed at 1 PM. Having some of the ships Crew ashore with our Barge, We sent Mr Lewis with the Pilot Boat to bring them off. they came on board at lower Grimsby The Captain beat the Mate over board & after the Pilot had taken him up & brought him on Board he put him in irons. After He was released [f 10r] the Tyrant beat the Master off the Quarter Deck & afterwards put him in irons - but the Ships Company would do no Work unless He was released - so He was let out directly. The Master Gunner & some other Men took the Pilot Boat & went to Scilly again. All the Men in good Health, but the Wounded Man - He is in tollerable spirits, but the Wound looks indifferent.

[f 10v] **Die Jovis** [Thursday June] 16th

Very little Wind, nothing remarkable happened

Die Veneris [Friday June] 17th

A Fine Breeze of Wind from the S W. Saw a Sail, gave Chase we imagined her to be a French Privateer - by reason of her Lattitude, but found her to a Dutchman from Liverpool to Amsterdam

[f 11r] **Die Saturni** [Saturday June] 18th

A Fine Breeze from W. We arrived in Kingroad & saluted the Prince Edward Man of War with 9 Guns & three Cheers, she returned us 7 Guns &c Our Captain went ashore that Evening.

Die Solis [Sunday June] 19th

Came ashore this Morn. All Hands in Good Health & able to Do Duty - except the Armourer.

[f 11v blank]

[f 12r] **Die Mercurii** [Wednesday June] 29th

Had our Pilot on Board, weighed, & set Sail in order to finish our four months Cruize.¹⁰

Die Jovis [Thursday June] 30th

Light Airs of Wind

Die Veneris [Friday] 1st July

The Wind blew fresh from the W N W, however we beat to Lundy 6 OClock in the Evening & Cast Anchor being a foul Wind. Two Sloops & a Spanish Snow was Wind bound there.

[f 12v] **Die Saturni** [Saturday July] 2nd

Mr Crisp our Linguist & self went ashore to kill some Rabbits, returned in 6 hours with a great many Couple of Rabbits & good many Murrs after a good deal of Diversion. Lundy is an Island about three Miles long full of Rabbits & in the Winter has plenty of Woodcocks, there is but one Family on the Island which

¹⁰ Now correct for the remainder of the cruise. And the ten days break allowed for revictualing.

consists of a Man, his Wife & four [f 13r] Children - They rent the Island at £10 per annum & pay their Rent with the skins of Rabbits, & Murr Feathers. About 12 OClock at Night all Hands were called to Quarters - for there was a Privateer come round the Point within Gun shot of us -We hailed her & found her to be the Tygress of Biddiford, she with other Privateers had taken 6 Outward bound St Domingo Men.

[f 13v] Die Solis [Sunday July] 3rd

Went ashore with the Captain & first Lieutenant shot some Rabbits

Die Luna [Monday July] 4th

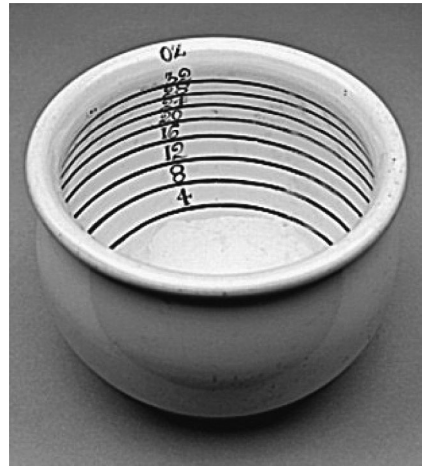
Wrote a Letter to the Devizes & sent to the Main [mainland] by a Coome Skiff. Went on shore with the Capt first Lieutenant & Linguist returned again in the Evening with Rabbits & Murrs. This Day I was very near being shot - on the Island by the Carelessness of our Captain.

[f 14r] Die Martis [Tuesday July] 5th

Went with the first Lieutenant & Linguist with our Barge to the North Part of the Island to kill some Gulls & Murrs - returned on Board with almost the Boat full besides a large Seal which we shot. And when we came on Board we weighed directly.

Die Mercurii [Wednesday July] 6th

This Afternoon we had the Misfortune to spring our Fore top Mast & Main top Mast, through the Pride of our [f 14v] Capt in making her carry a Main top Gallant Royal. by which Accident two Men fell overboard & with much Difficulty one was saved from being drowned - however We hoisted out the Barge & brought him on Board - but was full & faint - ordered him to be held by his Legs over another Man's Back with his Head downwards - He Vomited a great quantity of Salt Water, then gave him some red Wine mulled & a Diaphoretic Mixture. The other was in a Dangerous Situation [f 15r] by having a Violent Contusion on his Stomach & Head, which made him quite delirious, ordered Vene Section ad 2 ounces.¹¹ Gave him an Opening Apozem



A blood-letting bowl

[Science Museum Collection A626460]

Die Jovis [Thursday July] 11th [7th]

Our Men employed in putting up the Fractured Masts. The Boy that fell overboard is pretty well. The Quarter Master is a little better gave him a Balsamic Electuary &

¹¹ These cases are dealt with on f 56r-56v where it says 20 ounces which is more likely: bleeding was usually in 4 ounce multiples - see the figure - and in more substantial quantities.

ordered him Electarium Lenitive 1 ounce. P. Jallap grains xv cras mane sumendus [Jalap pills or powder 15 grains to be taken tomorrow morning]

[*f15v*] **Die Veneris** [Friday July] 8th

Saw a Sail at 3 AM all Hands to Quarters, & found her to be a Spanish Snow. The Men that fell overboard able to come on Deck.

Die Saturni [Saturday July] 9th – **Die Martis** [Tuesday July] 12th
Nothing material

Die Mercurii [Wednesday July] 13th

Saw a Sail about 4 AM. Gave Chase, & at 2PM fired two Shot at her to bring her too – & found her [*f16r*] to be the Spaniard, as laid along side us att Lundy.

Die Jovis [Thursday July] 14th
A Rough Sea with hard Breezes.

Die Veneris [Friday July] 15th

Ditto. Weather. Saw a Ship this Morning came along side her & found her to be the Eagle Frigate John Neale Commander who informed us the Hawke Privateer of Bristol was taken by a Bayone Privateer of 24 Carriage Guns: in the Engagement the Hawke had 30 Men blowed up, [*f16v*] by carelessly laying Cartridges of Powder on the Deck without Cases; Saw a Sail & found her to be a Swede. The Men all well.

Die Saturni [Saturday July] 16th

Saw a Sail at 4 AM steering for the French Land, therefore we imagined her to be a Frenchman, we made all the Sail we could croud after, at 9 brought her too with a Bow Chase Gun, but to [*f17r*] our great Disappointment we found her to be a Dutch Galliot, bound from Rotterdam to Bourdeaux with Bale Goods, Iron, Lead &c, we were in hopes of making her a Prize, but could not. After all our Hands came on Board we gave Chase to a Sail then in Sight, which we perceived to be the Eagle Frigate, after speaking with her, we had another overhaul at the Galliot, but could do nothing with her.

[*f17v*] **Die Solis** [Sunday July] 17th

Saw a Sail in Company with the Eagle, both gave Chase, spoke with her, & found her to be the Caesar Privateer of Bristol - Capt Nash - The first Lieutenant (Mr Martin) came on Board us, & we all gave Chase together to another Sail then in Sight, but were a Head of all, though towed the Caesars Boat all the while, fired two Guns to bring her too [*f18r*] & found her to be a Dutch man loaden with Flower.

Die Luna [Monday July] 18th

Saw two Sail, gave Chase with the Eagle, the Caesar steering for England her Cruize being out, about Noon could perceive it to be a Privateer & a Prize, sent our Barge to make what they were with the first Lieutenant (it being a calm). He returned & told us twas the Coates Privateer of Jersey with a Prize from St Domingo – she had taken [*f18v*] her this morning at 6 OClock – we & the Eagle being in sight of them ever since five this Morning therefore we claimed a share, so sent three Men with three of the Eagle's Men to conduct her into some English Port.

Die Martis [Tuesday July] 19th

The Privateer & Prize in sight, all Day being quite Calm. All Hands swimming.

[f19r] Die Mercurii [Wednesday July] 20th

Saw Bell Isle at 2 PM made for it to cut out 2 Merchant Ships that led at Anchor there – but as soon as we came with Half a League on it – it blowed such a Gale of Wind, that every one was in the greatest Consternation fearing it might drive us ashore, however with much Difficulty we rode it out all Night & about 4 next Morn the Wind changed - happy for us.

[f19v] Die Jovis [Thursday July] 21st

Continued fresh Gales of Wind with rain.

Die Veneris [Friday July] 22nd

Saw a Sail in the morning earley, and standing for us - at 10 tacked & came along side her – she was a Dutchman we desired her to send her Boat on Board us, but she did not chuse it the Sea running so high, but when we had got our Guns run out to fire into her [f20r] she complied – spoke with a Dutch Hoy while our Men were on Board her from the Streights bound to Rochelle. The Galliot was called Maria from Bourdeaux to Amsterdam - with Wine and Brandy. Had three Men fell ill this Evening, after the following Manner With a Pain in their Head, Back, Leg &c, & a Shivering succeeded with a Vehement Heat & Nausea with a quick hard Pulse. Ordered Vene Section ad 12 ounces¹² quam primum [as soon as possible]. Pillae/Pulvis Ipecacuanha 1 scruple hac nocte sumendus cum Thei Chamamile [to be taken from this evening with Chamomile Tea]¹³

[f20v] Die Saturni [Saturday July] 23rd

Saw a Sail, gave Chase & found her to be a Dutch Hoy from Rotterdam to Bourdeaux, I went on Board with Mr Lewis but could find no Goods liable to Confiscation. Ordered for the Sick A Diaphoretic Mixture cum [with] Aqua Hordeata & Nitre. Had many more fall ill vide [see] forwards. Opened a Bubo for Mr Rowe our second Lieutenant.

[f21r] Die Solis [Sunday July] 24th

Nothing Material.

Die Luna [Monday July] 25th

Brought too a Dutch Galliot from Liverpool to Bourdeaux loaden with Ballast.

Die Martis [Tuesday July] 26th

Nothing Material

Die Mercurii [Wednesday July] 27th

A large Swell from the Westward. Spoke with a Dutchman from Catrotchic [?] to Rotterdam with Salt.

¹² f59v gives 16 ounces.

¹³ See f59v.

[f21v] Die Jovis [Thursday July] 28th

Hard & heavy Gales from the Westward.

Die Veneris [Friday July] 29th

Hard Gales

Die Saturni [Saturday July] 30th

Saw three Sail, gave Chase, saw two of them with french Colours under the English, the other we perceived to be the Eagle Frigate as we parted Company with some Days before, the other two Sail were her [f22r] Prizes; One was a Ship, the other a Pink, the latter had Jury Masts & Bowsprit – having carried away all smack smooth by the Gale of Wind three Days ago. Gave Chase to another Sail then in Sight, we asked the Eagle what she was but we heard no Answer. when we came within Gun shot, She had an English Jack up, & we French Colours but when came within Musquet Shot we downed French and up English [f22v] she seeing that, hauled down her English Jack & hoisted none at all, so we concluded she must be a French Privateer, therefore we let fly three four Pounders at her, besides some other Arms, she began to make a Signal to the Eagle, so we found our Error, therefore we avast firing & found her to be the Sarah Privateer [f23r] of Jersey – mounting 14 Guns; when we hailed her the Captain told us we had killed three of his Men. I cant help remarking that when we began firing the whole lot of the Men ran off Deck - the Captain & Dead Men excluded. The Weather still squally and a high Sea.

[f23v] Die Solis [Sunday July] 31st

The Weather altered from rough boisterous Sea to a fine pleasant Gale, kept Company with the Sails to send a Letter to Bristol - We found the Sarah had a share in both the Prizes - she first engaged them both at near a League Distance, but seeing the Eagle coming down with French Colours flying obliged the Valiant Sarah to fight [f24r] at a greater Distance - but when the Eagle came within Gun Shot she downed French & up English & fired a Gun and both struck to her directly – We parted Company with her about 10 OClock & gave three Cheers & a Gun which was returned, Gave the Sarah the same Compliment, but she would not return it - therefore Our Men wanted to fire again out of a Joke. [f24v] Saw two Sail gave Chase, found the first that we spoke with to be a Swede, we did not overhaul her, seeing another Sail, she proved to be a Swede also from Bourdeaux to Sweedland [Sweden], loaden with Wine - We bought two Hogsheads of him for Two Guineas.

[f25r] Die Luna [Monday] August 1st All our People exercising the Great Guns and small Arms, it being fine Pleasant Weather

Die Martis [Tuesday August] 2nd

Fresh Gales of Wind, We were chased by two Sail as soon as twas Break of Day, found by their Signals they were English Privateers, The Tygress of Biddiford [f25v] a Shot at us to bring us too – the other was the Phoenix of Bristol Manned Ship & gave ‘em three Cheers, We kept Company with them all Day, in the Evening gave Chase & spoke with the Lion Privateer of Bristol & was informed the Ranger Snow Privateer was to Leeward of us.

[f26r] *Die Mercurii* [Wednesday August] 3rd
Fresh & hard Gales with high Sea

Die Jovis [Thursday August] 4th

Saw a Sail at Break of Day coming down before the Wind – Called all Hands to give Chase. She seeing us to be a Cruizer immediately hauled upon a Wind as close as ever she could lye, We crouded all the Sail we could till Noon then we [f26v] came athwart of the Chase but to Leeward. We fired a Gun at her to bring too, but she would not bring too, nor show any Colours - so we fired a whole Broadside at her; she being to Windward she bore down to us under French Colours & fired a Broadside into us, we soon returned the Compliment so the Engagement began pretty hot for three [f27r] Hours then she struck, her Main Mast being carried over the side. An Account of the Wounded see forwards. One Man was shot through the Heart – dead. She is called the Marques de Conflens from St Domingo to Rochelle, loaden with Sugar, Coffee, Indigo, Guinea Cloths & Tortoise Shell Mounting 20 Guns 6 Pounders.

[f27v] *Die Veneris* [Friday August] 5th

We were chased by a large Cruizer & when we could make her plain, we took her to be the Antient Brittain – but when she Came along side we found her to be the St Andrew Privateer of Bristol. Manned Ship & Parted in the Evening.

[f28r] *Die Saturni* [Saturday August] 6th

Saw a Sail to Leeward which we perceived to be an English Man of War. Saw two more Sails coming down to us before the Wind – One was the Isaac of Liverpool, mounting 14 Guns, The other the Phoenix Privateer of London of 16 Guns. The Lieutenant of the Isaac came on [f28v] Board us & told us that they & four more Privateers had taken at outward bound East Indiaman after four Hours Running Fight, & carried her into Portsmouth. Manned Ship and parted. Saw two Sail more to Leeward perceived one of them to chase us, but she could not speak with us to Night.

[f29r] *Die Solis* [Sunday August] 7th

The Ship that chased us last Night fired a Musket at our Prize this Morning to bring her too, accordingly she brought her Mizzen Top Sail to the Mast then she came along side us we being a Head & she was the Antient Brittain Capt Murray. He came on Board us- I enquired for Wilkins, but was informed [f29v] He was sent Home with a Dutchman. I went on Board the Prize to dress Mr Rowe & dined there –while I was on Board there came along side us the Black Prince Astern of us came the Defiance Capt Dyer, He gave us An Account the Sail on the Lee Quarter was the Tartar. [f30r] When I came on Board I found the Frenchman dead as was wounded in the Abdomen, sowed him up in his Hammock & tossed him overboard. Left all the Privateers to steer away for Bristol

Die Luna [Monday August] 8th

Fresh Gales from the N E

[*f30v*] **Die Martis** [Tuesday August] 9th

The Wind blows from the N E very fresh. Saw two Sail going before the Wind which we took to be Dutchmen

Die Mercurii [Wednesday August] 10th

Saw a Sail to the Southward Up all Hammocks, sent some Shot on Board the Prize; saw a Sail right a Head & perceived she was a [*f31r*] Cruiser & standing for us & a little time afterwards saw her Consort when they came along side they told us they were two Men of War going to America – We sent 6 Prisoners on Board them; Saw Another Sail a Head, stood for her & found her to be a Swede

[*f31v*] **Die Jovis** [Thursday August] 11th

Heavy Gales of Wind from the NNE. Saw two Dutch Hoys

Die Veneris [Friday August] 12th

The Wind come more to the Westward.

Die Saturni [Saturday August] 13th

The Wind S W & a fine pleasant Breeze - saw this [*f32r*] Day innumerable Paupus's, saw a Sail a stern which we took for a Cruiser, but found her to be a Swede from the East Indies to Zealand. I went on Board her & found many English Passengers on Board her.

[*f32v*] **Die Solis** [Sunday August] 14th

Saw a Sail chasing us all the Evening, up all Hands & Hammocks, laid on our Arms all Night.

Die Luna [Monday August] 15th

Saw the Sail still chasing us with English Colours hoisted, she fired two Shot at us to bring us too, The Revenge Privateer of Bristol.

[*f33r*] **Die Martis** [Tuesday August] 16th

A Fine Pleasant Gale made within 7 Leagues of Scilly – then the Wind shifted & blowed fresh from the NE.

Die Mercurii [Wednesday August] 17th

Contrary Winds

Die Jovis [Thursday August] 18th

We fired three or four Guns for a Pilot - had one on Board & Cast Anchor in New Grimsby [*f33v*] it being most Calm we sent 6 Boats well manned to tow our Prize in, but before they had taken her in Tow, the Wind freshened up from the Westward, We directly weighed & made all the Sail we could for Bristol.

Die Veneris [Friday August] 19th

A Fine Gale. Saw a Sail off Hartland Point hauling her Wind [*f34r*] after us we laid too for her, taking her to be a French Privateer – but she proved to be a Brig belonging to Milford.

Die Saturni [Saturday August] 20th

Cast Anchor in Kingroad & all the People went on Shore – both Sick & well

[f34v blank]

[f35r] **Die Mercurii** [Wednesday] September 14th

I went on Board in order to finish the Cruize, which by the Blessing & Will of God, I hope we shall safely perform.

Die Jovis [Thursday September] 15th

The Pilot came on Board this Morning with three of our Owners but the Captain not coming they all returned back to Pill.

[f35v] **Die Veneris** [Friday September] 16th

Came on board Mr Herbert the Purser The Capt & Pilot, we weighed & turned down Channel, it being N E Wind. Our Pilot ran us a ground on the Welch Sands off Cardiff - we going there after our third Lieutenant & Gunner - The Tide leaving us our Vessel [f36r] laid dry & most of the Ship's Company took a Run on the Sands. hauled our best Bower Anchor to the Southward about 5 Fathom from the Vessel. At 4 in the Afternoon the Ships Company were all on Board - & at five OClock we floated, and at 9 turned down Channel – at 11 the Pilot & Purser left us.

[f36v] **Die Saturni** [Saturday September] 17th

A Fine breeze of Wind from the N N E saw Lundy at 6 AM at 8 AM left it astern.

Die Solis [Sunday September] 18th

Saw Cape Cornwall & Scilly - but being an Irish Hurricane we could not make Sail any where, but where the Tide husseled us.

[f37r] **Die Luna** [Monday September] 19th

Continued in the same Lattitude, having little or no Wind.

Die Martis [Tuesday September] 20th

A Fresh breeze from the N E we stretched way to the Westward of Scilly, fearing we might be becalmed again.

[f37v] **Die Mercurii** [Wednesday September] 21st

Saw a Sail, gave chase & got every thing ready for engaging her, imaging her to be an Outward bound French Letter of Marque, but when we brought her too, we found her to be a Neapolitan bound to London with Currants & other fruit, called the Maria, [f38r] sent our Barge to board her – came on Board us the Surgeon of the Antigallican Privateer of London, He informed us - that the Antigallican was going to be sold by the Spaniards to make Restitution for the French East Indiaman they had taken (as they say) under a Spanish Fort All the men being confined. Gave Chase to Another Sail which proved to be a Dutchman from Lisbon to Copenhagen.

[f38v] **Die Jovis** [Thursday September] 22nd

Saw a Sail, up all Hammocks & gave Chase, fired a Shot at her & brought her too, found her to a Spanish Brig from Bilboa to Corke, loaden with Iron. I went on

Board with our third Lieutenant & found on Board her the first [f39r] Lieutenant of the Hawke Privateer of Bristol that was taken & carried into Bayone - Who told us they were used very ill in France. Saw a Sail, gave Chase & found her to be a Swede from Bilboa to Stockholm, called the Anna Charlotta.

[f39v] **Die Veneris** [Friday September] 23rd

Saw a Sail & found her to be a Dutchman from Rotterdam to Seville loaden with Planks &c called the Elizabeth.

Die Saturni [Saturday September] 24th

This Morning we chased Fogbanks, thinking they were Vessels.

[f40r] **Die Solis** [Sunday September] 25th

Fresh Gales of Wind with Rain

Die Luna [Monday September] 26th

Saw a Sail & found her to be the Liverpool Privateer of Liverpool. Gave Chase to two Sail more in Sight, but when we came near enough to make what they were we saw them to be two French Frigates - One [f40v] gave Chase to us, we going large - the other gave Chase to the Liverpool she hauling upon a Wind. We got very little of her all Night, but kept out off Gun Shot. The Liverpool out of sight.

Die Martis [Tuesday September] 27th

The Sail Continued her Chase all Day & all Night: We gain [f41r] a little Ground of her -The Wind blows very fresh & Squally.

Die Mercurii [Wednesday September] 28th

The Sail still chasing of us - but it coming on a thick Fog we happily lost sight of her, Saw several Sail which we took to be the West India Fleet & Convoy - saw a Large Dutch Galliot from [f41v] Ireland: Saw a Brig gave Chase & by her Station we imagined her to a French Privateer but when we hailed her we found her to be an English Brig (formerly a Privateer) from South Carolina to the Isle of Wight: Found by Observation we were on the Irish Coast: was chased this Night by a large Ship. [f42r] A Rough Sea & a hard Gale

Die Jovis [Thursday September] 29th

Continues bad Weather

Die Veneris [Friday September] 30th

Fresh Gales & a high short Sea

Die Saturni [Saturday] October 1st

The Weather so bad we could not show a Rag of Sail.

[f42v] **Die Solis** [Sunday October] 2nd

Saw a Sail to Windward of us, coming down to us, up all Hammocks, found her to be the Revenge Privateer of Bristol - Continues squally with a high Sea

Die Luna [Monday October] 3rd

The Wind Shifted to the Westward & more Moderate; Saw [f 43r] two Sail to Windward Gave Chase & found one to be the Duke of Cornwall the other the St George's Prize, both Privateers belonging to Bristol.

Die Martis [Tuesday October] 4th

Saw a Sail to Leeward; she tacked & stood from us, as a Decoy to bring us [f 43v] down to her, we found her to be the Charles Town Letter of Marque belonging to Bristol, Capt Webb, He came on Board us and Breakfasted with us and at 12 OClock went on Board his own Ship again, thick foggy Weather with a Gentle Breeze from the Westward. [f 44r] We Set Sail after giving three Cheers to try which was the best Sailor, but the Dispute was soon out of Doubt - for we beat her even with our Main Top Sail to the Mast & Coursers hauled up: Struck a Shark this Night but lost him: A Battle between the Boatswain & Armourer, both being Groggish.

[f 44v] Die Mercurii [Wednesday October] 5th

Saw a Sail to Windward we could make her to be the Charles Town, she bore down to us, & told us they would have a Gallop upon the Wind with us the Weather being very squaly we accepted it, but as soon as our Sails were set a heavy Squall came & laid us broad side down, [f 45r] and every one expected the Vessel would have overset; but through God's great Mercy she rose again, the Charles Town being a Head, she hauled up her Coursers & told us, when we came under her Lee, she would give another Chance before the Wind we accepted it and beat her without Larboard Studden Sails, or any other, but Starboard. [f 45v] We struck our fore and Main Top Gallant Yards & Masts - expected a Gale of Wind.

Die Jovis [Thursday October] 6th

Nothing Material.

Die Veneris [Friday October] 7th

Saw the Charles Town astern of us - We laying too She came up with us, the Captain invited ours to Come & dine [f 46r] with him, He went & returned at 10 OClock at Night, after getting so drunk, that He tumbled out of the Boat - but was soon taken up again.

Die Saturni [Saturday October] 8th

The first Lieutenant & self, left the Cabbin to mess where 'twas more agreeable.

[f 46v] Die Solis [Sunday October] 9th

Nothing remarkable

Die Luna [Monday October] 10th

A Very hard Gale of Wind - we were obliged to lay too all Day & Night

Die Martis [Tuesday October] 11th

Fine Pleasant Weather Saw two Sail gave Chase & spoke with a Dutchman, the other out of sight.

[f47r] *Die Mercurii* [Wednesday October] 12th

Fine Weather

Die Jovis [Thursday October] 13th

Saw a Sail gave Chase & found her to be a Dutchman from Gallaway to Bourdeaux with Ballast. She gave us An Account that they had spoke with four French Privateers since she left Ireland & two of them spoke with her Yesterday. Our [f47v] Ship's Company went 'aft to the Captain & desired him to put the Vessels Head towards Bristol, the Cruize being near out. He told them He would not till Fryday seven Nights; All Hands went betwixt Decks except the Officers they were obliged to do the Ships Duty.

[f48r] *Die Veneris* [Friday October] 14th

All Hands continues idle, except the Officers, saw a Sail, gave Chase & found her to be a Prize belonging to the Bellona Privateer of Bristol.¹⁴ The Prize Master gave us an Account that our Grand Fleet had taken the Isle de Aix; & were returning to England again.

[f48v] *Die Saturni* [Saturday October] 15th

Saw two Sail, gave Chace & found them to be two English Privateers belonging to Jersey one was called the Charming Nancy & the other was a small Snow. We tried which was the best Sailor, the Charming Nancy being thought a flyer - but we wronged 'em both.

[f49r] *Die Solis* [Sunday October] 16th

Gave Chase & brought too a Dutch Hoy from Spain to Amsterdam loaden with Nuts, while we were persuading the Dutch Captain to hoist his Boat out - the Coates Privateer of Guernsey came along side us, then we made the Dutchman suffer for not hoisting out his Boat - We taking [f49v] a Good Quantity of Nuts from him. All Hands were at Quarters all Night, we coming athwart a Spaniard loaden with Wool & a Dutchman from Bourdeaux to Amsterdam or Rotterdam loaden with Wine and Brandy.

[f50r] *Die Luna* [Monday October] 17th

Brought too a Dutch Galliot with Tobacco from Rotterdam to Bourdeaux, Our People were a rummaging her & got some Brandy & other good things out in order to bring on Board us, while they were doing their duty - She endeavoured to run us down, but happily took Nothing but our Main Boom, & shivered it all to Pieces.

[f50v] *Die Martis* [Tuesday October] 18th

Fresh Gales

Die Mercurii [Wednesday October] 19th

Fresh Gales & a rough Sea. Our Captain orders the Vessel to steer to the Southward & tells the People they'll sip Sorrow before 24 Hours.

¹⁴ See Appendix 1 to this section.

[f51r] **Die Jovis** [Thursday October] 20th

About 2 this Morning we saw Land, close on Board us, weared Ship & stood to the Northward - We found it to be Cape Pinis - the Spanish Main [mainland], about 4 spoke with a Spanish Vessel bound to Bourdeaux. Gave Chase to three Sail but night Coming on we lost Sight of them.

[f51v] **Die Veneris** [Friday October] 21st

This Day the Wind came N E therefore our Judicious Captain bore away for England - left Cape Deborall about 8 OClock this Morning, the Wind blowing very fresh, We could make no better than a Westerly Course good.

[f52r] **Die Saturni** [Saturday October] 22nd

The Wind N N E & fresh Gales.

Die Solis [Sunday October] 23rd

The Wind & Weather Continues just the same right in our Teeth. Gave Chase & spoke with a Spanish Vessel from Portsmouth to Bilboa. We were in hopes of her being a Prize, she being a French rigged Vessel & having 24 Guns.

[f52v] **Die Luna** [Monday October] 24th

Saw three Sail a stern of us and to Leeward - perceived one to Chase us she spoke with us at Night & told us she was the Phoenix of Jersey & the other two were the Falmouth Packet and the Johnson Sloop Privateer of Bristol.

[f53r] **Die Martis** [Tuesday October] 25th

Continues Contrary Winds & rough Sea.

Die Mercurii [Wednesday October] 26th

Nothing Material

Die Jovis [Thursday October] 27th

Gave Chase & brought to a Vessel from South Carolina to Portsmouth loaden with Rice. We sent [f53v] Provisions on Board her, they being distressed for above this 2 Weeks. A Fine Pleasant Gale from the S W.

Die Veneris [Friday October] 28th

A Fine Breeze from W.

Die Saturni [Saturday October] 29th

Ditto Weather. Begins to think of seeing England in a few Hours.

[f54r] **Die Solis** [Sunday October] 30th

Saw Cape Cornwall & the high land of St Ives this morning at 5 OClock. Fired and Got a Coome Pilot on Board just in the Evening & had a fine Breeze & flood Tide.

Die Luna [Monday October] 31st

Cast Anchor at Hungroad & all People went ashore. And God be praised I'm once more landed in Old England safe.

[f54v] Sweet Solitude, when Life's gay Hours are past,
 however we range in thee we fix at last,
 Lost through tempestious Sea's the Voyage o'er,
 pale we look back, & bless the friendly shore

[f55r, 55v blank]

[f56r] An Account of the Sick Men with their Diseases on Board
 the Dreadnought Private Ship of War

July 6th George Efflick QuarterMaster. fell over board about 4 OClock by springing Main & fore top mast. He complained of a Violent Blow He received in his Stomach. About 7 He was very delirious. Bled him to 20 ounces.¹⁵ Gave him an Opening Apozem.

7th is better a little. Gave him.

- R. Conserva Rosarum
 Balsamum Locatelli ana one oz. [one ounce of each].
 Elixir Vitrioli half a dram.
 Misturam fiat Electarium Capitet quaque ante meridiem ter. dies
 [Electuary to be taken every morning for three days]

[f56v]

- R. Electarium Lenitivum half an oz.
 Pilula/Pulvis Jallap 15 grains. fiat Electarium
 Cras mane sumendus [Electuary to be taken tomorrow morning]

8th is much better. He came on Deck.

9th Continued the Electuary

10th is very well.

6th Jack Flogdale. by the same Misfortune as the other was taken up for Dead, but by making him discharge a great deal from his Stomach & giving him A Cordial Mixture He came to himself.

12 is quite well.

[f57r] John Owens.

July 20th Was taken with a Violent Pain in his Back, Legs, Head &c with a Nausea & shivering, succeeded with a Vehement Heat & a quick hard, labouring Pulse. Bled him to 16 ounces ordered him

- R. Pulvis Contrayerva compositus half a dram
 Nitre 10 grains
 fiat Bolus cum Syrupu Albus 8 ma quaque Hora sumendus cum Haustus largo Aquae Hordeata [to be taken every 8 hours with a slow draft of Aqua Hordeata]

¹⁵ f15r says 2 ounces but that is implausible.

21st found him very delirious.

R. Vene Section ad 16 oz. Continued the other Medicines.

[f57v] 22nd Continued delirious but his Fever abated.

R. Emplastrum Epispasticus inter Scapul applicet quam primum
[applied between the shoulders as soon as possible].

23rd is better. The Blister discharged a great deal.

24th-25th is better – but has a troublesome Cough. Order'd him

R. Oleum Olivar 2 oz
Syrupus Albus half oz
Nitre half a dram
Aqua Hordeata 5 and a half oz
Spiritus cornu cervi quantum sufficiat per misturam [?]
[Harts horn spirit as much as sufficient in the mix]
Capitet cochleares iv ter. die [let him take 4 spoonfuls three times a day]

[f58r] 26th Continued the Mixture.

27th Gave him

R. Electarium Lenitivume half oz
Pilula/Pulvis Jallap 10 grains
Cremor Tartari 2 drams
Misturam fiat electuarium cras mane sumendus [to be taken tomorrow morning]

28th is brave.

29th-30th grows better & able to come on Deck.

31 is well

[f58v] James Chandler Andrew Thompson. July 24th

Were seized with a common inflammatory Fever, occasioned by a long & strong drunken bout with spirituous Liquors. Ordered

R. Vene Section ad oz. xii quam primum [Let blood 12 ounces as soon as possible]
R. Pulvis Contrayerva half a dram
Nitre half a grain
Syrupus albus half oz
Aqua Hordeata 6 oz
Spiritus Salarium Volatilis half a dram
Misturam fiat m[?] capet cochleares iv 6 quaque hora [let him take 4 spoonfuls every 6 hours]

25th Is better, but Costive [constipated].

[f59r] 26th Ordered

- R.** Manna Salarium Glauberi ana half oz hac Mane sumendus.
[Half ounce of each to be taken this morning]

27th is much better.

28th Perceived they had an Intermitting Fever

- R.** Pilla/Pulvis Ipecacuanha one scruple hic vesper sumendus cum Regimine
[To be taken this evening as directed]

29 **R.** Cortex Peruvianus one dram

Pulvis Serpentarius 5 grains

&[?] Pulvis ter. die sumendus cum haust Chamomil Thea cum Elixir
Vitrioli guttae 15

[powder to be taken for three days with a draught of Chamomile tea and
Vitriolic elixir 15 drops]

30th, August 1st, 2nd Continued the Medicines & both are able to do Duty

[f59v] Thomas Ricketts [blank] Clarke William Marr. July 23rd

Were all taken ill this Evening – but my Mate not letting me know of it, I did not visit them till the next Morning, they told me they were taken in the following Manner. viz With a Pain in the Back, Head, Legs & Arms with a cold shivering which soon was succeeded with a Vehement Heat & Cough [f60r] with a high Pulse (as my Mate informed me) ordered them to be bled to 16 oz ¹⁶ & gave them the following

- R.** Salarium Absinthium 2 drams
Acetum acerrimum[?] 2 and a half oz
Pulvis Contrayerva Compositus one and a half grains
Nitre one grain
Spiritus Salarium Volatilis 30 drops

Aqua Hordeata five and a half oz

Fiat misturam Capent Cochleares. iii 4 quage Hora cum Aqua Hordeata
[let them take 3 spoonfuls every 4 hours with Aqua Hordeata]

24th Ordered Spiritus Mindereri 2 oz to be added to the above Mixture.

25th They are delirious Continues the Medicines

[f60v] 26th

- R.** Electuarium Lenitivium one ounce
gave ‘em the above they having had no Stools since being first of all taken

27, 28, 29, 30 All Gets heartier every Day Gave them

- R.** Confectio Cardiaca 2 drams
Spiritus Vini [?] half an oz
Aqua Hordeata seven and a half oz

¹⁶ f20r gives 12 ounces.

Misturam Capent Cochleares iv bis de die [let them take 4 spoonfuls twice a day]

August 1st, 2nd Continued the last Mixture & they are all better

7 All Well.

[f 61r] Jack Howel. Boy. July 25th

was taken after the same Manner as the former, I gave him.

R. Pulvis Contrayerva Compositus one scruple

Pulvis Nitre 8 grains

fiat Bolus 6 grains [?] sumendus cum hausto large Aqua. Hordeata nitrous

[to be taken over an hour with a slow draught of nitrous Aqua Hordeata]

26 Continued the Medicines.

27th is better.

28, 29, 30 is pretty well

July 29 John Granger ditto Woodward [blank] Ryan. July 29th

were all taken in the same Manner as above. [f 61v] I ordered the same Manner of treatment without I found any other Symptoms that required an Addition to the Medicines - Or the Medicines quite different to the former, as some were taken with a more intense Heat & more delirious than others then I altered the Treatment accordingly.

[f 62r] August 8th all are better

August 13th All are able to come on Deck & splice the Main Braces.

August 1st Thomas Langdown Carpenter [blank] Clarke Junr Alexander Yeates were all taken with this fever, I treated them as before

20th Are all able to do Duty the Carpenter excepted - for while the Engagement lasted [f 62v] He was so terrified and affrighted, that He ran quite raving mad. I ordered Vene Section plenty Vesicatories and other Evacuations with the Pill Putrid and foetid and Cordial drops but all to little Purpose - though He was something better when He went ashore.

[f 63r] August 1st Mr Crisp Linguist had slight Symptoms of the fever - I gave

R. Pulvis Contrayerva Compositus one scruple

Theriaca Andromachi quantum sufficit, [enough]

fiat Bolus 8 minima quaque Hora sumendus cum Aqua Hordeata

[to be taken every 8th hour with Aqua Hordeata]

2nd is better. Continues the Medicines.

3rd is better

4th is very well & able to do Duty on Deck.

[f 63v] Mr Gilman Master of Arms. August 5th

Was taken with the Fever. Ordered him Vene Section¹⁷

R. Pulvis Contrayerva Compositus half a dram
Nitre. half a scruple
fiat Bolus 8 minima quaque Hor. Sum
[a dose to be taken every 8th hour]

6th is indifferent.

7th is very delirious. gave him the Sudorific Mixture.

8th His fever's abated - but He continues very delirious.

9th Applied a Blister betwixt his Shoulders.

10th is something better.

11th, 12th, 13th, 14th Continues better.

[f 64r] The Old Cook Thomas Whitehouse [blank] Caroll [blank] Woodward [blank]
Atkins are all ill of the same Fever – treats them as before.

August 20th

All the sick People went ashore without the Loss of a Man by the Fever.

[f 64v blank]

[f 65r] The 3rd Cruize

September 14th Nathaniel Ricketts had all the Symptoms of the small Pox. I gave him

R. Pulvis Contrayerva Compositus one scruple
Nitre five grains
8th quaque Hora sumendus cum Aqua Hordeata. [to be taken every 8 hours
with Aqua Hordeata]

15th The Eruption appeared we sent him on shore

[f 65v] John Hudson. September. 16th was taken with a Nausea & shivering
succeeded by an Ardent Heat & a quick hard Pulse. gave him after Bleeding

R. Pulvis Contrayerva one dram
Nitre half a dram
Salarium Absinthium One dram
Acetum quantum sufficit [as required]
Aqua Hordeata five and a half oz.

¹⁷ Unusually no amount is specified.

Syrupus Albus half an oz.

Spiritus Vini [?] half an oz

[f 66r] M[?] fiat Misturam Capet Cochleares iv 6[?] Quaque Hora cum hausto Aquae. Hordeatae Nitros [let him take 4 spoonfuls every 6? hours with a draught of Nitrous Aqua Hordeata]

17th is better.

18th, 19th the Fever begins to decrease.

20th Gave him

R. Confectio Cardiaca half a dram

bis in Die una Cochlearis [take a spoonful twice a day]

Aqua Hordeata

21st is much better

22nd, 23rd is able to Come on Deck

26th is well

[f 66v] Benboa a Portuguez was taken with a common inflammatory Fever. I treated him almost in the same Manner, as I did John Hudson, just now spoke off. & He is recovered pretty well.

[f 67r] September 25th Phillip Berry Sailor. Fell from the Fore Yard upon the forecandle and received a violent contusion on the left side ordered Vene Section ad 16 oz quam primum [bloodletting 16oz as soon as possible]

R. Conserva Rosarum half a dram

Balsamum Locatelli half a dram

Elixir Vitrioli guttae xv [15 drops]

fiat Bolus ter. in Die sumendus [one dose three times a day]

26th Is costive & feverish gave him an Aperient Apozem which operated very gently & did him much [f 67v] Service.

27th Gave him

R. Conserva Rosarum

Balsamum Locatelli half a dram of each

Elixir Vitrioli Quantum Sufficit [as required]

Acid tartaricus capet quaque nocte mateneque bis de Die [let him take it every night and morning twice a day]

28th is better

29th is able to walk on Deck.

30th is very well

[f68r] September Crispin Jones

was taken with the same Fever as raged on Board us the last Cruize - I ordered him to be treated much after the same Manner & He is got very well

[f68v] October Solomon Barnes John Granger John Gantham Antonio Caraway William Jefferies Thomas [?] Tapling William Williams

were all within this few Days taken ill with the same fever As raged last Cruize [f69r] I treated them with almost the same Medicines & are well, except John Granger, He died two or three Days before we got into Kingroad after a violent Dysentery.

[f69v blank]

[f70r] An Account of the Cases in Surgery that happened on Board the Dreadnought during the whole Cruize

May 27th Gill the Armourer by a Musquetoons discharging had the Misfortune to receive a Shot about an Inch below the Groin which shattered the Bone & the [f70v] Ball remained in - I put him in the same Position as He stood when He received the Shot, & endeavoured to extract but found it impossible & made a Counter Opening on the other side but to no Effect. So I dressed it up with Lint moistened with Oleum Terebinthine warm: to stop the [f71r] Haemorrhage, as it bled very freely.

28th Dressed him with the Yellow Digestive & an Emollient Cataplasm over it. He being Costive, I ordered him An Opening Apozem

29th is in high Spirits. I continued the Digestive & endeavoured to find the Ball, but never Could. He died in the Infirmary at Bristol. about 3 Weeks after He came ashore.

[f71v] June 11th Herbert Croft the Steward:

Had a Bubo in his Groin I brought it to Maturation by Emollient Cataplasms at Night & the Emplastrum Diachylon Cum Gumma [with Gum] & this Day applied a Caustic on it.

12th Dressed it with a Digestive.

15th the Eschar [slough] seperated & it looks very well.

17th is brave gave him Physik. Well.

[f72r] July 23rd Mr Rowe our 2nd Lieutenant

Had a Bubo in the Groin which I brought to Maturation by the Emplastrum Diachylon Cum Gumma. [with Gum] Opened it this Day by Incision & dressed it with dry Lint

25th Dressed it with Digestive

27th found a Cavity & Applied A small sponge Tent,

29th is in a very fair Way Dressed it with Yellow Digestive

Aug 10th is pretty well gave him Physick Well

[f 72v] August 4th Thomas Allen.was shot in the Arm about an Inch below the Cubitus [elbow] with a large rusty Nail – I opened it & extracted it with some of his Shirt & other extraneous Bodies, I dressed it with Dry Lint moistened with Oleum Olivari to keep it from adhering to it

5th Dressed it with the Common Digestive.

6th [f 73r] He Complains of being feverish which I imagine proceeds from Costivity - Ordered him an Opening Apozem

7th is very easy & the Wound looks well. & his Fever is quite abated.

8th Continues the Dressings with an Emollient Cataplasme

9th is able to Come on Deck

10th, 11th, 12th, 13th, 14th the Wound incarns [heals] every Day

15th, 16th the Wound begins to cicatrize.[form a scar]

[f 73v] 4th John Hobbs Had his Cheek with half his Ear carried away by a large Ball on the left side even to the Bone, dressed it with dry lint moistened with Oil of Olives

5th Dressed him with a Digestive and an Emollient Cataplasme ex Farina lini, oleum etc Compositus

6th Opened a Cavity which I perceived betwixt [f 74r] his lower Jaw & Ear. Continued the Dressings gave him Electuarium Lenitive one ounce being Costive.

7th Looks brave & it discharges good Pus

8th, 9th, 10th the Wound discharges good Pus.

11th, 12th, 13th the Wound incarns [heals] very fast

14th, 15th, 16th the Wound begins to Cicatrize.[form a scar]

[f 74v] Samuel Jennings. August 4th Received a Wound which penetrated into his Abdomen by a large Spike Nail which I extracted above four Inches long - dressed the Wound with dry Lint & ordered him to be Bled.¹⁸

¹⁸ No amount specified.

5th Ordered him an Opening Apozem dressed the Wound with Liniment Arcaei with Oleum Terebinthine. The wound looking very black

[f 75r] 6th Continued the Dressings

7th, 8th, 9th, 10th, 11th Continued the Dressings – the Wound looks but very indifferent.

12th I found a large Cavity above five Inches long – which did not penetrate into his Abdomen. I opened it & it discharged a great Deal of bloody Ichor [smelly, watery discharge]

13th Dresses it with a Digestive

14th, 15th, 16th It Discharges good Pus.

17th Looks Well

[f 75v] About 9 more were wounded but in a slight Manner therefore not worth taking any Manner of Account off

[f 76r] Phillip Berry
fell against one of the Swivel Guns & Dislocated his Os Humeris [upper arm] - I reduced it & Applied a Bandage with Acetum as well.

Jack Newberry Boy Dislocated his Thumb & I reduced it - & he's well

[f 76v, 77r blank]

[f 77v]

The Merchants of the Dreadnought		Dr	
	£	S	D
For the Snow called the Lion att £19 17s 00 per Share	119	2	-
For the Ship called the Marquis De Conflens att £37 4s 0 per Share	223	4	-

[f 78r]

Cr	£	S	D
June 29 th Received from Wasborough ¹⁹	6	6	-
Aug 20 th Received from the Purser	5	5	-
Nov 9 Received from the Agent	15	15	-
Dec 10 Received from Ditto	86	11	-
Dec 10 This Day I settled Account with the Agent and received the Prize Money for the first Prize	119	2	-
1758 May 25 th Received in full	223	4	-

¹⁹ One of the owners.

Paid for instruments²⁰ lost &c to the Value of

5	-	-
---	---	---

[f78v blank]

[f79r]

Dec 10 forgave John Lewis²¹ [?]

2	2	
---	---	--

All lost

²⁰ For an idea of such instruments, and of a ship's surgeon's reference library see Appendix 2 to this section.

²¹ Difficult to read but Lewis was the 1st Lieutenant.

Glossary

The two main sources of information are:

D. *The Dispensatory of the Royal College of Physicians London*. Trans H. Pemberton. Dublin 1754.

P. The Pirate Surgeon's Journals. The Sea Surgeon's Dispensatory. https://www.piratesurgeon.com/pages/surgeon_pages/dispensatory1.html 20.06.2020.

And references to these are given simply as (D *p*) or (P *p*) where *p* is page number.

Generic medical terms are all found in the *Oxford English Dictionary* with appropriate 18th century citations.

Acetum: vinegar, acetic acid. (D 114).

Acetum Acerim: I presume this is either the same as Acetum, or is a stronger version. The item appears in *A New Medical Dictionary* by George Motherby 1775 in a recipe for a gargle, but with no explanation.

Acid Tartaricus: Tartaric acid, C₄H₆O₆, an organic acid found naturally in many fruits. It was thought to aid digestion and was also used as a purgative. Tartrates feature in many medical recipes in the 18C (D 140).

Aperient: a laxative.

Apozem: an infusion or decoction.

Aqua Hordeata: barley water. Pearl barley boiled in water which is then strained (D 188).

Balsamic Electuary: Conserva Rosarum, Balsamum Locatelli mixed with egg yolk; used for coughs, catarrh, 'inward exulcerations' (Culpeper *English Physician & Complete Herbal*, 1802).

Balsamum Locatelli [Lucatelli]: a mixture of olive oil, bees' wax, turpentine, and, possibly, Dragon's blood powder (a red resin obtained from a number of Mediterranean & tropical plants). It was taken by mouth as a treatment for internal bruises, haemorrhages, dysentery, and erosions of the intestine. (D 244. *Domestic Medicine*. W. Buchan 11th ed. 1790. p 657)

Bolus: a discrete amount of medicine given within a specific time, freshly prepared, liquid or solid

Bubo: painful inflammation of a lymph gland.

Cataplasm: poultice, usually freshly prepared,

Chamomile tea: herbal tea brewed from the dried flowers of a number of plants in the *Asteraceae* family. (Wikipedia Chamomile 20/06/2020).

Confectio Cardiaca: a mixture of aromatic herbs, eg. rosemary, juniper, cardamom, saffron, white turmeric, cinnamon, nutmeg, cloves and powdered crabs' claws, all preserved in sugar; possessing stimulant, antispasmodic and astringent virtues. (D 245. *Lexicon Medicum; or Medical Dictionary*. 8th ed. R. Hooper 1848, p 436–7).

Conserva Rosarum: dried and powdered red rose petals (white parts cut out) mixed with double refined sugar, rose juice and rose water. It was believed to strengthen the heart, head and bowels. (P 20).

Contrayerva: a powder or extract obtained from the rhizome of Central or South American plants of the *Dorstenia* species. It was believed to be an antidote to all manner of poisons, as well as a tonic, stimulant and a diaphoretic. (Wikipedia, Contrayerva, 21/06/2020).

Contrayerva Composita: powdered Contrayerva mixed with powdered crabs' claws. (D 229).

Cordial drops: a stimulant preparation made by steeping herbs and spices in alcohol and distilling the result. (Wikipedia Cordial (medicine) 21/06/2020).

Cortex Peruvianus: cinchona bark, bark from trees of the genus *Cinchona*, native to tropical Andean forests, a source of quinine and other alkaloids. Used as a treatment for intermittent fevers but in fact is only effective against malaria. Also acts as an emetic. (*An Experimental History of the Materia Medica*, W. Lewis, 1791, Peruvianus Cortex, <https://chestofbooks.com/health/materia-medica-drugs/Experimental-History-Materia-Medica/Peruvianus-Cortex-Peruvian-Bark.html> 21/06/2020; Wikipedia Cinchona 21/06/2020).

Cremor Tartari: cream of tartar, potassium bitartrate. By-product of wine making. A mild laxative (but dangerous as can cause high potassium levels in the blood). (D 139; Wikipedia Potassium bitartrate 21/06/2020).

Diaphoretic mixture: a mixture of medicaments given with the aim of causing sweating.

Digestive: a mixture applied to a wound to promote suppuration, eg honey, powdered Verdigris (copper carbonate), myrrh and egg yolk.

Electarium: Electuary, a paste of medicaments mixed with honey or sugar; needs to be prepared fresh as loses its effect with storage.

Electarium Lenitive/Lenitivium: a 'gentle', laxative electuary typically made of dried figs, tamarind pulp, coriander seeds, senna leaves, cassia, liquorice, French prunes & refined sugar. (D 242; P 21)

Elixir Vitrioli: a mixture of sulphuric acid and alcohol. (D 209).

Emollient: softening/soothing. See **Cataplasm**.

Emplastrum: a medicated plaster, usually freshly prepared.

Emplastrum Diachylon/ Commune: a plaster made from a mixture of plant juices and a powdered lead salt, boiled and thickened. It was applied to soften hard areas of skin. (D 255, 274; P 24).

Emplastrum Epispasticum/vesicatorium: blistering plaster, containing powdered Spanish Flies (Southern European blister beetle, source of cantharidin) in bees wax and turpentine. (D 260, 274; P 24).

Farina Lini: flaxseed (linseed) meal. (*The Elements of Materia Medica, Part II*, Jonathan Pereira 1840. p 1255).

Haustus: a draught/drink. (<https://medical-dictionary.thefreedictionary.com/haustus>, 21/06/2020).

Ipecacuanha: obtained from the dried root of a Brazilian plant, *Cephaelis ipecacuanha*. In low doses it was used as an expectorant and a restorative, in higher doses as an emetic. (Wikipedia Ipecacuanha, 21/06/2020).

Jalap: Jalap, a purgative extract from the tuberous roots of certain climbing *Ipmonea* plants from the mountains of central Mexico. (Wikipedia Jalap, 21/06/2020).

Liniment Arcaei: a mixture of simple ointment (probably turpentine and olive oil) and Unguentum Elemi, the resin of a Jamaican tree. A mildly digestive ointment. (D 265, 268; P 23).

Manna: the evaporated sap of the Manna Ash, *Fraxinus ornus*, southern Europe. A mild laxative. (P 15).

Nitre: saltpetre, potassium nitrate. Obtained either from bat guano in South American caves or from composting manure, ashes, straw & urine and filtering the resulting calcium nitrate through potash. It was used as a remedy for haemorrhages and fevers. (D 137; P 17).

Oleum Olivar: olive oil.

Oleum Terebinthine/a: oil of turpentine; a volatile oil obtained by the distillation of resin from certain species of pine trees. Topically it was applied to encourage wounds to heal. Taken internally it was used to treat intestinal parasites, abdominal colic and coughs. (D 135; P 25).

Physick: a medical preparation, usually a purgative.

Pill Putrid and Foetid: asafoetida, a resin obtained from the roots of an Iranian Umbelliferous plant, *Ferula assa-foetida*. Its medical uses were wide and varied, including as a treatment for hysteria. (Wikipedia Asafoetida 21/06/2020).

Pulvis Serpentarius: The powdered rhizome of *Aristolochia Serpentaria*, Virginian Snake Root, an American plant. It was given as a stimulant, tonic and diaphoretic. (*The London Manual of Medical Chemistry*, William Maughan, 1831, p 64).

Salarium Absinthium: salt of Wormwood, made by burning the dried leaves of the European plant, *Artemesia Absinthium*, to ashes. It was believed to cleanse the stomach, liver and kidneys and to act as a purgative. (D 139; P 25).

Salarium Glauberi: (Sal Catharticus Glauberi) crystalline hydrated sodium sulphate, a laxative. Made by mixing sea salt and vitriolic (sulphuric) acid with water and distilling the mixture. (*The Pharmacopoeia of the Royal College of Physicians London* 1796, Thomas Healde p 118–9).

Salarium Volatilis: ammonium carbonate, obtained by distilling and separating the products of heating hartshorn (cornu cervi), shavings of the horns and hooves of male red deer (in place of unicorn horn). The salt was then mixed with chalk. Taken internally it was considered to induce sweating. Externally ammonium carbonate is smelling salts (now manufactured chemically). (D 156).

Spiritus Cornu Cervi: see **Salarium Volatilis**. The spirit was the aqueous solution of ammonia obtained by distillation of hartshorn. It also induced sweating and revived the spirits. (D154; P 17).

Spiritus Mindereri: a solution of ammonium acetate, taken to induce sweating. (*The Pharmacopoeia of the Royal College of Physicians London* 1796, Thomas Healde p137; *Observations on the Diseases of the Army*, 6th ed, 1768, Sir John Pringle, p128).

Spiritus Salarium Volatilis: see **Spiritus Cornu cervi**.

Spiritus Vini: ethyl alcohol (ethanol) produced by distilling wine. Used as both a stimulant and a sedative and for making extracts or tinctures. (P 19).

Sudorific mixture: a preparation to induce sweating.

Syrupus Albus: (Syrupus Simplex) mixture of refined sugar and distilled water. Used as an additive to other mixtures. (D 221).

Theriaca Andromachi: known as Venice Treacle, a universal antidote and panacea with a history extending back to the ancient Egyptians. The production of a proper

Theriaca took months to years and involved more than 60 ingredients: flowers, seeds, leaves, fruits, stems, resins, roots, minerals and animal parts (especially roast viper flesh). The only patient to receive this more expensive treatment was the Linguist, described as Mr Crisp, although he only had a 'mild fever'. (D 248; P 21; 'Venetian treacle and the foundations of medicines regulation', *British Journal of Clinical Pharmacology*, vol. 58, issue 3, 2004, J. P. Griffin).

Trepanning: Drilling a hole in the skull in order to release pressure on the brain from injury and bleeding. The instrument used is called a **Trephine**.

Venesection: blood letting (Pye seems to think of it as two words: **Vene Section**).

Vesicatories: substances causing tissue blistering.

Appendix 1: The Bellona Seamen's Protest

On Friday 14th October 1757 the surgeon of the *Dreadnought* of Bristol, recorded in his journal²² that *Dreadnought* gave chase to a vessel which was found to be a prize captured by the *Bellona*, another Bristol privateer, captained by Thomas Richards.²³

A few days earlier, in the late afternoon of Monday 10th October, *Bellona* was in the Bay of Biscay, near St Martin's bidding her time, waiting for a storm to ease, with sails and rigging adjusted to assist her in riding out the worst of the weather. Despite these precautions, however, her decks were flooded by the high sea and, for fear of her sinking and in an attempt to lighten her, several heavy items were tipped overboard, including some of the Great Guns – the cannons.

The crew were so concerned the vessel was unable to withstand rough weather that they felt themselves to be in constant danger of the ship sinking and being drowned if they remained on board her. She was sailed home to Bristol and dropped anchor in Kingroad on the afternoon of 4th November 1757.

Several of the crew, among them Felix Connor, Boatswain, Philip Yandell, Gunner and John Carefield, Carpenter decided to make an official complaint and, the next day, had an Instrument of Protest drafted by a notary, a formal declaration in which was written down all the details of what had occurred and why they objected to it. They protested that the *Bellona* was not fit to be a privateer, that she would not 'scud' or 'lie to' (methods of enabling a vessel to ride out a gale and to prevent it being swamped with seawater in bad weather) as a vessel ought to do in a rough sea, and that they refused to go to sea in her any more. Despite this unseaworthiness, however, *Bellona* had still managed to capture a prize, the vessel the *Dreadnought* gave chase to on 14th October which, doubtless, occurred before some of the cannon were thrown overboard during the episode about which the seamen protested.

Nothing is known of the captain's reaction to this virtual mutiny, nor the outcome or what happened to the protesting seamen afterwards.

The *Bellona's* seaworthiness must have improved, however, because a Bristol newspaper²⁴ reported that in April of the next year, still commanded by Captain Richards, she boldly cut 14 French merchant vessels from their moorings, under the eyes and within gunshot of a number of enemy warships. She returned home to Bristol in June 1758.

²² f 48r.

²³ See Powell, *Bristol Privateers*, pp 185, 187–94. This could be Thomas Richards, part-owner and commander of the *Fanny* in the early 1780's – see Section 7.

²⁴ *Felix Farley's Bristol Journal*, 27th May 1758.

This tale of grievance was a chance find, written on the reverse of another document held by Bristol Archives. Many of the 18th century Bristol probate inventories (which list the goods of a deceased person) were written on recycled, discarded drafts of documents, which can often be more interesting than the inventories themselves.

The Bellona Seamen's Protest²⁵

Be it known unto all People to whom this present Writing or Instrument of Protest shall come to be seen read or heard That on this day (namely) the Fifth day of November in the Thirty first Year of the Reign of our Sovereign Lord George the Second King of Great Britain &c and in the Year of our Lord One Thousand Seven Hundred and Fifty Seven Felix Connor Boatswain Philip Yandell Gunner & John Carefield Carpenter and the several other persons whose names are hereunto Subscribed being Mariners belonging to the Bellona Privateer of Bristol One Hundred Tonns Burthen Captain Thomas Richards Commander now lying at Kingroad in the Port of Bristol where she arrived about two O'Clock Yesterday afternoon Say That the said Ship is not fitt for a Privateer that she will not scudd or lie too in any thing of a Sea as a Vessell ought to do That on Monday the Tenth day of October last past about Four O'Clock in the afternoon in Latitude Forty Five Degrees Forty Six Minuits or thereabouts and in Longitude Two Degrees Forty Nine Minuits about Ten Leagues from Saint Martins being lying too under a Reef Mainsail and a Ballance Tresell they Shipped a Sea which filled their Decks full of Water and Obliged them to heave the Lumber and some of their Great Gunns overboard to lighten their Ship for fear of her foundering That the Crew could not continue in her at Sea without being in continual Danger of loseing their Lives as well as the Ship she not being Able to endure any thing of a Sea for which Reason they brought her into Port and do therefore Protest against the said Ship as not fitt for the Sea and do declare that they for that Reason refuse to venture themselves to Sea in her any more Wherefore the said Felix Connor Phillip Yandell and John Carefield . . . and the several other Persons whose names are hereunto Subscribed did in my presence Solemnly Protest

Appendix 2: Will of Edward Turner

Some light on the instruments, as well as the library, of a ship's surgeon is cast by the will of Edward Turner, who served on the Bristol privateer *Levant*. He made it, in the form of a handwritten note, unwitnessed, to his brother Thomas, a Gloucestershire clothier in 16th July 1777. That was only the month after the issue of the Letter of Marque²⁶ or perhaps he thought of it at the last minute before they sailed. Well thought of too: this *Levant* was blown up by an American ship in 1778 and nearly all hands perished.²⁷

²⁵ Bristol Archives, ref: Probate Inventories, 1758, no 1, Bacon.

²⁶ Powell, *Bristol Privateers*, p 270.

²⁷ So she is not the vessel we have in 1797, Section 9.

Instruments

A Compleat Set of Amputation Instruments
Ditto of Tripan Instruments [for trepanning]
Three Cases of Needles, Tooth Instruments
Male Catheter, Two Razors

Surgery Books

Medical Essays 6 Volumes²⁸
Winslow's Anatomy 2 Vols²⁹
Cheselden's Anatomy 1 Vol³⁰
Fordyce Elements 1 Vol³¹
Lewis's Dispensatory 1 Vol³²
Simmonson's Anatomy 1 Vol³³
Sharp's Surgery 1 Vol³⁴
Pitcairns Elements 1 Vol³⁵
Heister's[?] Compendium 1 Vol³⁶
Falck on Mercury 1 Vol³⁷
London Practice of Physic 1 Vol³⁸
Handleys Surgery 1 Vol³⁹
Pharmacopoiea 1 Vol⁴⁰
Quincy's Dictionary 1 Vol⁴¹
Saunders's Formulae 1 Vol⁴²

²⁸ Possibly *Medical Essays and Observations published by a Society in Edinburgh* 1747 in 6 volumes (or 5 with vol V in two parts).

²⁹ The latest edition of *An anatomical exposition of the structure of the human body in English* and in 2 vols was 1776.

³⁰ William Cheselden *Anatomy of the Human Body* many editions, latest 1773.

³¹ George Fordyce *Elements of the Practice of Physic* 2 vols. The latest edition of the more practical Vol II was 1768.

³² William Lewis *New Dispensatory* 1753.

³³ Very up-to-date: Samuel Foart Simmons *Elements of Anatomy and the Animal Economy*. Translated from the French of M. Person, with Notes. London, 1775.

³⁴ Samuel Sharp *A Treatise on the Operations of Surgery, with a Description and Representation of the Instruments used in performing them* 1739.

³⁵ *The Philosophical and Mathematical Elements of Physick* by Alexander Pitcairn was in two volumes: I for theory and II for practice – Turner may have had the second.

³⁶ Either Lorenz Heister *Compendium of Anatomy* English translation 1752 or his *Compendium of the practice of physic*: English translation 1757.

³⁷ Even more up-to-date! N. D. Falck *Treatise on the Medical Qualities of Mercury* 1776.

³⁸ *The London Practice of Physic for the use of physicians and younger practitioners* – no author named – was printed several times, the most recent being London 1769 or Dublin 1770.

³⁹ James Handley *Colloquia chirurgica: or the art of surgery epitomiz'd and made easy*, most recently 1743.

⁴⁰ Many candidates, but the most authoritative and likely is perhaps the *Pharmacopeia of the Royal College of London* several times re-issued in Latin and retranslated into English. He may have had the one drawn on by Dr Harlow for her Glossary, *The Dispensatory of the Royal College of Physicians London*. Trans H. Pemberton. Dublin 1754.

⁴¹ John Quincy *Lexicon physico-medikum or a new medical dictionary* went through several editions, latest in 1775.

⁴² Not identified: Saunders *Pocket Medical Formulary* appears in the 19th century but we have not been able to find it in the 18th.

Hospital Surgeon 1 Vol⁴³

Bible & Common Prayer 1

Watt's Miscellany 1 Vol⁴⁴

Manual 1 Vol⁴⁵

So at least 22 medical volumes, of which some can only have been published in the 1770s.

⁴³ Augustin Belloste *The Hospital Surgeon* translated from the French was printed quite often in the 1st half of the 18th century; but another possibility is the *Chirurgical Works of Percivall Pott FRS and Surgeon to St Bartholemew's Hospital* with the most recent reprint 1775.

⁴⁴ John Watts' *Musical Miscellany* was first published in 1729–31, but in 6 volumes. And Turner does not list any musical instruments.

⁴⁵ No telling what this may have been.

3

THE RUBY

The *Ruby* Gally was a merchant vessel owned by Thomas Harris and Henry Bright of Bristol.¹ On a voyage from Bristol to the West Indies and back in 1758–9, the crew deserted *en masse*. Not just one crew: in fact, three crews deserted; and a fourth crew jettisoned the captain.

This was an astonishing rate of desertion; nothing like it occurred again in the following four voyages, or in any voyage we have ever heard of. So there is real interest in the documentation of this affair. But the search for an explanation is also an opportunity for a comparative discussion of crewing, and of provisioning. For convenience these topics and the related documents are presented in three subsections:

- 1. The voyage of 1758–9;
- 2. Crews and pay;
- 3. Provisioning.

The Owners' Accounts papers are listed below. Those in bold are given in full in the subsection identified as (1), (2) or (3).

1 The Voyage of 1758–9

P 13 Portledge Bill August-September 1758

A List of the Officers and Seamen belonging to the Ship Ruby on her first Voyage to Ireland & Jamaica Sailed from Kingroad 16 Aug 1758 from Cork 9 Sep										
		Occupation	When deserted ²	Wages per month			Wages advanced H ³			
1	Robert Wallace	Master		6	-	-	12		12	-
2	Joseph Maies	Mate		4	10	-	9		9	-
3	John Stanas	2 nd Mate		3	10	-	7		7	-
4	William Organ	Carpenter		4	10	-	9		9	-
5	Phillip Neads	Gunner		3	10	-	3	10	3	10
6	John Winter	Seaman able		3			6		6	-
7	Thomas Davis	Ditto		3			6		6	-
8	John Garratt	Ditto		3			6		6	-

¹ BA 39654/1. The Letter of Marque gives it as 300 tons burden, corresponding to say 26 metres in length and over 8 metres in beam (TNA HCA 26/10/13).

² This may seem prescient, but it was clearly a retrospective entry.

³ Payments made by Harris, including his half of those putatively attributed to him and Wallace - see n. 20.

9	Bernardino Giribaldo	Ditto		3			H3 ⁴		3	-
10	John Allen	Ditto		3			6		6	-
11	Charles Dicker	Ditto		3			6		6	-
12	Peter Hadley	Ditto		3			H3		3	-
13	Nicholas Bossaw	Ditto		3			6		6	-
14	James Adrianson	Ditto		3			6		6	-
15	Peter Mayse			3			6		6	-
16	Frederick Stiver			3			6		6	-
17	John Hase			3			H3		3	-
18	John Williamson			3			6		6	-
19	Jacob Stickling			3			6		6	-
20	Michael Rosin			3			6		6	-
21	Bernardo Markeson			3			H3		3	-
22	Jacob Korn			3			6		6	-
23	George Cordick			3			H3		3	-
24	Edward Cranfield	ordinary		2	10		5		5	-
25	Anthony Holiday	Ditto	2 Sep Cork	2	5		2	5	2	5
26	Thomas Oliver			1	7	6	2	15	2	15
27	John Brown also Saunders			1	15		3	10	3	10
28	William George	Boy		-	-	-	-	-	-	-
	Ship'd at Cork			83	17	6	162	-	147	
29	Michael Collins			1	10	-	1	10	-	
30	Timothy Kelly			1	15	-	1	15	-	
31	John Fitzpatrick	Landsman		-	15	-	-	15	-	
32	John Donaly	Ditto		-	15	-	-	15	-	
33	David Mahony			1	15	-	1	15	-	
34	John Williams			-	15	-	-	15	-	
35	Thomas Beal			-	15	-	-	15	-	
36	Michael Wood			1	1	-	1	1	-	
37	John Wolham			-	15	-	-	15	-	-
				93	13	6	171	16	147	

All the Men except Wallace & George deserted in Jamaica

21 men went to Carolina, where all but Wallace and the Boatswaine⁵ deserted.
Sailed from Jamaica 10 Dec 1758 arriv'd at Carolina 11 Jan 1759.

19 men returned to Jamaica where all deserted, sailed from Carolina 18
March and Arrived at Jamaica 31 March 1759

14 men upon wages came from Jamaica sailed from Jamaica 26 May. Wallace
quited her at sea 25 July. She got into Baltimore 25 Aug and arrived at Bristol
the 18 Sept 1759

⁴ Each of these H3 entries is accompanied by a very faint 'W3'. We surmise that these indicated payments putatively made by Thomas Harris or Robert Wallace respectively, with only the Harris payments confirmed and carried into the next columns, which are all his.

⁵ Nobody is actually listed as Boatswain.

This account is confirmed and amplified in the Muster Roll compiled for the Society of Merchant Venturers,⁶ summarised here.

	Robert Wallace	Bristol	Aug 16 1758 Bristol	deserted 25 July 1759
	Anthony Holliday	Ditto	Ditto	D. 2 Sept
[25]	[named]	Bristol	Aug 25 Bristol	D. 13 Nov
[9]	[named]	Cork	Sept 9 Cork	D. 13 Nov
20	Men Shipt at Jamaica 10 Dec 178 to the 15 Jan 1759 when 19 of them deserted in Carolina			
1	Man from the 15 Jan to the 4 th of April, when he deserted in Jamaica			
17	Men Shipt at Carolina from the 18 March to the 4 of April, when they deserted in Jamaica			
6	Men Shipt in Jamaica the 10 April & there deserted on the 23 May			
3	Men Shipt in Jamaica from the 25 May to the 25 July when they quitted her at sea			
10	Men Shipt in Jamaica the 25 May to the 18 Sept when she arrived in Bristol			
4	Men Shipt in Baltimore from the 15 to the 18 Sept			

The rate of desertions on this voyage will seem even more astonishing when we see that they nearly all took place in the colonies. These were not good places to jump ship. It was the practice of slaving vessels to carry large crews on the first two legs of the triangular voyage, and discharge some half when the slaves were sold and a garrison was no longer required. So the colonies were full of sailors looking for a return berth. In fact only one of the *Ruby* seems ever to have got back to Bristol to claim his back pay.⁷

The claim that nothing like these desertions occurred in later voyages may seem to be compromised by the Portledge Bill for 1760 (*p*45) where four of the listed men are marked as “Run”. But it seems clear that they scarpered in Cork when the voyage had hardly begun. None of them is included in the SMV Muster Roll ⁸ which implies that they served less than the minimum time to qualify; and four men were taken on at Cork where they and all the rest of the original crew served till the return on September 28.⁹

Nor was there anything special about the year. 1758–9 was still in the midst of the Seven Years War which did not end till 1763. So there were no special risks either of action or of naval impressment in these two years.

The later record indicates that the *Ruby* was not a dangerous or unsafe vessel. Subsections (2) and (3) below will show that the crews of 1758–9 were not poorly paid or ill-fed. And the fourth crew specifically took action against the Captain. Attention has to focus then on Captaincy.

Captain Wallace began with solid credentials. He is down as Lieutenant (1st Mate) in the *Ancient Briton* privateer of 1757 which took two prizes, and Commander of the *Sterling* privateer, also licensed in 1757, which took one prize, and shared another.¹⁰ These were Bristol vessels and he got married, in St Michael, Bristol, on the strength

⁶ BA: SMV 1/9/1/4 #33.

⁷ Frederick Stiver *f*6r & *f*7v.

⁸ BA: SMV/9/3/1/4 1760 No 25.

⁹ According to the Portledge Bill. The Muster Roll shows only three. But this minor discrepancy does not affect the main point, that the others deserted in Cork, and can hardly be thought of as a parallel to the desertions on the previous voyage.

¹⁰ Powell *Bristol Privateers* p 238 citing *Felix Farley's Bristol Journal* August 16 1757; and p 234 citing a declaration of 13/4/1757.

of these successes.¹¹ The owners probably thought him a good choice for the *Ruby*'s first voyage under Letters of Marque. Yet the leadership skills which had apparently sufficed for two privateering voyages antagonised four successive crews on the *Ruby*. Of course, the discipline appropriate to a fighting ship had to be tough, and the captain had more officers and men to enforce it, but discipline even for a merchant ship was pretty severe.¹² So Captain Wallace's discipline would have had to be very savage to seem intolerably harsh.

At any rate, it is clear that the verdict in Bristol was against him, although he got his side of the story in first. In August, *Owens Weekly Chronicle* for example reported:¹³

The Ruby, Wallace, from Jamaica for Bristol, sailed with the Fox, arrived at Bristol, and kept company with her till the 29th of July, off the Banks of Newfoundland. The 26th, the mate and people mutinied aboard of her, and Capt. Wallace, fearing they would murder him, went aboard the Fox. He afterwards attempted to go aboard his own ship again, but his people would not suffer him. She kept company with the Fox till the 29th, when she stood to the southward, and it is apprehended they intend pirating.

And Felix Farley had:¹⁴

Arrivals in Bristol Captain Wallace in the Fox Letter of Marque. He left the Ruby several leagues off Jamaica in the possession of the Chief Mate and crew (who mutinised and obliged him to quit her on pain of death) and went on board the Fox. It is thought they have gone off with the vessel as nothing has been heard of them since they left the Fox.

Arriving in the *Fox* in August, Wallace must have told the newspapers that his crew had mutinied and gone pirating. But when the *Ruby* arrived next month, there was no further mention of this in any paper.

The owners clearly accepted the crew's version. They stopped Wallace's pay from the day that he 'deserted', while paying crew wages in full.

Although excessive harshness might have been the problem, we may also bear in mind the lesson of *The Caine Mutiny*: a crew may lose confidence in a weak commander who does not know his own mind. Two pieces of evidence give plausibility to this explanation. First there is the very high rate of 'loss' of rum on the return voyage, for which Captain Wallace was charged a pretty large share.¹⁵ And by the time Wallace got back to Bristol, he felt seriously unwell, for he made his will within the fortnight in August 1759.¹⁶ And he was right, for he died in October and was buried at St Michael.¹⁷

We are unlikely to know more. For what it is worth though, we ourselves think of a man who tried to fortify himself against the onset of illness by increasing consumption of spirits; and then so muddled or abused his command that no crew could trust him.

¹¹ By licence, Robert Wallace, mariner, of this parish and Elizabeth Jordan, of this parish BA: P/St M/R/3/a 29 Aug 1757

¹² See T Beattie *British Privateering Voyages of the early Eighteenth Century* (Boydell 2015) pp 19–21.

¹³ 18–20 August 1759.

¹⁴ *Felix Farley's Bristol Journal* 18 August 1759.

¹⁵ He is charged with £4 or just under 21 gallons worth. The note of crew deductions in the Inset Account shows that these were not pro rata charges, but differentiated in some way by culpability.

¹⁶ BA: Wills 1760 Robert Wallace. He left everything to his 'beloved wife Elizabeth'.

¹⁷ BA: P/St M/R/1/c 6 Oct 1759.

P 20–21 Captain Wallace's Account

Dr		Captain Robert Wallace his Account with the Ship		
1758 Nov	To the Amount of Freight from Bristol & Cork to Jamaica as per Account in folio 5 £661.17.8 Currency @ 40 per Cent Exchange	472	15	6
1759 Jan	To Freight from Jamaica to Carolina £44 Jamaica Currency @ 40 per Cent Exchange	31	8	7
	To Austin & Laurens received of them £207 Exchange 700	29	11	-
	To Hospital Money from the 16 Aug 1758 to the 20 Jul 1759 when he deserted the Ships Service at Sea	-	5	4
	To Proportion of Rum pilferr'd	4	-	-
	To 5 hogsheads of <D> Sugar lost in the long Boat at Jamaica 122.12.2			
	Exchange 40 included in Mr Baylys Account with Wallace	-	-	-
	To 2320 Staves sold at Black river for which he received Rum at £10 per Thousand Exchange 40 per Cent	16	11	5
	To Freight from Carolina to Jamaica			
	Bayly & Co 150.15.7½			
	Watson & Gregory for 3500 feet of Board 35. -.-			
	Exchange 40 per Cent 185.15.7½	132	14	-
	Meyler & Hall & Co freight of Rice £59.14. - Currency Exchange 40 per Cent	42	12	10
	To Richard & Bussel Hare of Cork 32. 4. 7	29	15	-
	To 20 hogsheads Lime at 50/- sold in Jamaica			
	50			
	To 9000 Bricks Ditto 22.10. -			
	72.10. -			
	deduct 5 per Cent Commission 3.12. -			
	68.18. -			
	Exchange 40 per Cent 19.13. 9	49	4	3
	808.17.11			
	balance 135.15	808	17	11
	To Balance which is to be paid by TH	135	15	-
		944	12	11
1762 Dec 16	To Cash paid by TH to Abraham Watson ¹⁸ Ballance of this Account	£170	0	0

¹⁸ Executor.

Ruby			Cr	
1758 Dec	By Disburstments in Jamaica @ 40 per Cent Exchange	£175.16. 3	125	11 7
1759 Jan	By Disburstments in Carolina @ 700 Exchange	£368.12. 6	55	2 -
May	By Ditto in Jamaica @ 40 Exchange	£62.19. 9	44	19 1
	By paid Austin & Lawrins in Carolina		300	- -
	By his Wages from the 16 Aug 1758 to the 25 Jul 1759, at which time he quitted or Deserted from said Ship Ruby. She being off the Banks of Newfoundland, such desertion having by Articles occasioned the forfeiture of his Wages except		20	- -
1758 Aug 8	Omitted By clearing at Pill, & horse hire		-	9 6
	By his disburstments at Waterford		9	15 7½
Sep	By his disburstments at Cork		23	6 9
1759 May	By disburstments at Black river £105. 9.10 Exchange 40 per Cent		75	7 -
	By 100 Tons Ballast @ ditto	25. --	17	17 2
	By Advertizing the Ship for Carolina		-	10 8½
	By Pilotage in & out twice Exchange	16. --	11	8 8
	By a Remittance from Mr Bayly of Jamaica		241	17 2
	By Commission on Freight after deducting disburstments paid by Bayly £11. 8 by Mr Walker £21		18	7 8
			£944	12 11
1762	By Ballance of Account brought down		135	15 0
Dec 16	By an allowance made his Estate in settleing the Account with Captain Watson, for 5 hogsheads Sugar that were lost in the Long Boat at Black River in Jamaica & for which it is said, said Wallace paid to Robert Delap £120 Jamaica Currency and towards which Loss the said Owners do agree to allow said Wallace's Estate		34	5 0
			£170	0 0

2 Crewing and Pay

Here is the summary comparison of the five voyages.

	1758		1760		1761		1761(2)		1762	
	<i>no</i>	<i>£ av</i>	<i>no</i>	<i>£ av</i>	<i>no</i>	<i>£ av</i>	<i>no</i>	<i>£ av</i>	<i>no</i>	<i>£ av</i>
Officers	2	4.00	4	3.06	3	4.00	3	3.92	3	3.92
Tradesmen	2	4.00	5	3.70	6	2.85	5	2.75	4	2.94
Seamen	18	3.00	6	3.00	13	2.75	14	2.00	14	2.25
Seamen, other	6	1.85	15	2.15	7	1.75	10	1.55	13	1.62
Landsmen	7	0.94	3	1.42	1	1.75	2	1.31	4	1.13
Boy	1	0.00	1	0.00	3	0.25	4	0.51	4	0.94
Crew	31	2.31	25	2.18	25	2.05	30	1.61	35	1.74

Officers exclude the Captain (pay rate not given for later voyages) but including the Boatswain. Trades include Gunner and Cook. Seamen are those on full pay and others on less. Crew excludes Officers and Tradesmen.

The 1758 crew was not poorly paid compared with others; and some later crews were significantly worse paid, but suffered no desertions. The 1758 voyage was notably short on Officers, which makes over-harsh discipline a little less likely. Short too on Tradesmen. Cook was specified in the Letter of Marque, but none sailed as such. But if that had been the trouble, it could surely have been remedied in the Indies.

The shares specified for voyages after 1758 were those payable from the prize money awarded by the Admiralty if the vessel captured a prize; and were presumably calculated also for 1758 but not stated. Since no prize was ever taken this is unlikely to have precipitated mass desertions.

So far from suffering desertions, later voyages had a significant rate of re-enlistment: 3 men 4 voyages each (James Fisher, Richard Gorman & John Henderson); 8 men, 3 each (John Burke, Samuel Carter, Florence Carthy, Charles Hughes, Scipio Morgan, Alexander Robertson, Edward Roe & John Travers); and 6 men 2 each (William Green, Richard Hughes, Peter Nelson, William Saunders, James Taylor & Archibald/Oswald Turner).

Rather than print out all the other four Portledge Bills in full, it seems more instructive to print the details for those who did sign on for more than one voyage, sometimes at a reduced rate of pay. This will also give a good idea of the progression gained by those who started at a low rating as they worked their way up. So, after each name is a number for a 2nd, 3rd or 4th voyage.

1760	[p45]		
Mens Names & Stations	Wages p.m.		
Daniel Henderson Master	6		
Florence Carthy 2 nd Mate	3	15	
William Green Carpenter	4	10	
Richard Gormon Boatswain	3	15	
Alexander Robertson [Seaman]	3		
John Henderson [Seaman]	2	15	
James Fisher Boy	2		
Samuel Carter [Boy]	1	10	
John Burk [Boy]	2	2	
Thomas Atwood [Boy]	1	5	

1761		[p58]		
Mens Names Stations	Shares	Wages p.m.		
Daniel Henderson Commander	$\frac{3}{8}$ of $\frac{1}{4}$			
Florence Carthy Chief Mate (2)	5	4	10	
Arthur Daly 2 nd Mate	4	3	15	0
William Green Carpenter (2)	4	4	10	0
Richard Gorman Boatswain (2)	4	3	15	0
James Taylor Gunner	4	3	5	0
Oswald Turner Cooper	3	3	5	0
Edward Rose Cook	1	2	15	0
John Burke Drummer (2)	1	2	7	6
John Travers Seaman	1	2	15	0
Alexander Robertson [Seaman] (2)	1	2	15	0
John Henderson [Seaman] (2)	1	2	15	0
Peter Nelson [Seaman]	1	2	15	0
Charles Hughes $\frac{3}{4}$ Seaman	0.75	2	10	0
Scipio Morgan [$\frac{3}{4}$ Seaman]	0.75	1	10	0
Samuel Carter [$\frac{1}{2}$ Seaman] (2)	0.5	1	10	0
James Fisher [$\frac{1}{2}$ Seaman] (2)	0.5	2	0	0
Thomas Atwood Boy (2)	0.25	0	15	0

1761(2)

[p111]

Mens Names Stations	Shares	Wages .pm.		
Daniel Henderson Commander	$\frac{3}{8}$ of $\frac{1}{4}$			
Arthur Dayley 2 nd Mate (2)	4	3	15	0
Richard Gormon Boatswain (3)	3	3	10	0
James Taylor Gunner (2)	3	2	15	0
Archibald Turner Cooper (2)	3	3	0	0
Richard Hughes Coopers Mate	2	1	15	0
Edward Rowe Cook	1	2	0	0
John Travers Seaman (2)	1	2	0	0
John Henderson [Seaman] (3)	1	2	0	0
Charles Hughes [Seaman] (2)	1	2	0	0
Alexander Robinson [Seaman] (3)	1	2	0	0
Peter Neilson [Seaman] (2)	1	2	0	0
James Fisher $\frac{3}{4}$ Seaman] (3)	0.75	1	15	0
Scipio Morgan $\frac{3}{4}$ Seaman] (2)	0.75	1	15	0
Samuel Carter $\frac{3}{4}$ Seaman] (3)	0.75	1	10	0
William Sanders Boy	0.25	1	1	0

1762

[p153]

Mens Names	Shares	Wages		
Daniel Henderson Commander	$\frac{3}{8}$ of $\frac{1}{4}$			
Florence Carthy Chief mate (3)	9	4	10	0
John Travers 2 nd Mate (3)	6	3	15	
Richard Gorman Boatswain (4)	4	3	10	
Richard Hughes Cooper (2)	3	2	10	
Edward Roe Cook (2)	1	2	5	
John Henderson [Seaman] (4)	1	2	5	
John Bourke [Seaman] (3)	1	2	5	
James Fisher $\frac{3}{4}$ Seaman] (4)	0.75	2	0	
William Saunders $\frac{3}{4}$ Seaman] (2)	0.75	1	7	6
Scipio Morgan $\frac{3}{4}$ Seaman] Black (3)	0.75	2	0	

3 Provisions

It is a pity that there seems to be no proper account of the provisions taken aboard in 1758. All we have is a note to the Captain about what to take on at Cork (p5). So although Provisions are properly listed for the later voyages, we can only compare the provision on the standard barrelled meat, beef and pork. But here the comparison is interesting: the 1758 voyage seems to be only about 2/3 of that in the voyages 2, 3 and 4. The provision for voyage 1761(2) seems absurdly low, but 1763 goes back to the standard quantities though we don't have a crew list.

	1758	1759	1760	1761(1)	1761(2)	1763
Beef, barrels	24	30	30	36 ¹⁹	16.5 ²⁰	30
per man	0.67	1.00	0.91	0.95	0.39	
Pork, barrels	12	15	15	16.5 ²¹	4.5 ²²	12
per man	0.33	0.50	0.45	0.43	0.11	
Men ²³	36	30	33	38	42	?

So it does look as if the 1758 voyage was significantly worse on meat, and this could have accounted for discontent on the first leg. But there would be new stores in the Indies; and to continue such privations as had already cost a whole crew would in itself be an exercise of bad captaincy.

P 3 From Owners' Instructions to Captain Wallace

Captain Robert Wallace

Bristol 10 August 1758

...

In Cork apply to Messrs Hare's for What the Ship may want, and in case you find that the provisions intended for the Ship's use at Waterford should not be new and good, then take at that place as much only as is necessary to carry you to Cork, and pass a Line by post from Waterford to Messrs Hare's at Cork for them to provide new provisions against your arrival there

Let there be no wast nor any want on board, support good order decorum and give us information by every favourable opportunity.

In case of need we appoint Mr Maies to succeed in the command.

You may take up in Ireland as before directed for the use of the Ship 16 Tierces or 24 Barrils Beef, 8 Tierces or 12 Barrils of Pork 3 Firkins of Butter 2 Keggs Suit [suet] 1 Cwt Ling 1 Hampier Potatoes 2 Boxes Mould Candles & 1 Kegg Tallow. Should Captain Haynes Imbark as a passenger in our Ship we would have you consult him in every matter of Consequence. We are your assured Friends TH HB

I acknowledge to have received a Copy of the above Instructions. Which I promise to comply with Robert Wallace

¹⁹ 30 standard plus 6 'old'.

²⁰ 9 standard plus 6 old.

²¹ 15 plus 1.5 old.

²² Plus 1.5 old.

²³ Counting all except the Captain who usually had his own provisions.

P 41 Provisions for 2nd Voyage, Henderson's first

A List of Provisions & Stores for Ship Ruby				24 December 1759
Cwt	-	lb		
60.	3.	10	Ships Bread	in 15 Hogsheads
6.	3.	3	Flour	4 Barrells
1.	1.	0	White Bread	2 Barrells
17 Puncheons of Water				
3 Ton of small Beer				8 Hogsheads 6 Barrells
15½ Bushell Pease				5 Barrells
1 Bushell Grutts				2 Kegs
10 dozen Bottled Beer				2 Hampiers
10 Gallons Vinegar				1 Keg
½ Cwt fine salt				1 Cask
6.	1.	0	Corn'd Beef	1 Harness Barrell 1 Hogshead
2 Cwt Cheese				2 Basketts
60 pound old Butter				1 Firkin
3 Kegs of Tripes				
To take in at Cork from Messrs Hares				
20 Tierces Mess Beef				
10 Tierces ditto Pork				
3 Firkins Butter				
2 ditto of Suett				
3 Boxes of Candles				
1 Cwt Ling				
10 dozen Wine				

P 55 Provisions for 3rd Voyage, Henderson's 2nd

A List of Provisions & Stores for the Ship Ruby 1760				
20 Tierces of best Mess Beef	quantity	5 Lb Pieces		
10 Tierces of best New Pork	quantity	5 Lb Pieces		
2 Firkins of Suett				
3 Firkins of Butter	weight	1 Cwt.	3.	5 Nett
17 Puncheons of Water	quantity	6 Tons		
8 Hogsheads] of Beer	quantity	3 Tons	
6 Tierces				
15 Hogsheads of New Biskett	quantity	58 Cwt.	0.	3
1 Hogshead of Old ditto	weight	3.	2.	0
2 Kilderkins of White Bread		0.	3.19	
6 Small Kilderkins of Flour		6.	0.11	
5 Kilderkins of Pease	quantity	17 Bushells		
2 Kegs of Grutts	quantity	1 Bushell		
2 Hampiers Bottled Beer	quantity	10 Dozen		
1 ditto Bottled Syder	quantity	5 Dozen		
1½ Tierce of Old Beef	Left last Voyage			
½ Tierce of Old Pork				
3 Boxes of Candles	quantity			
2 Kegs of Vinegar	quantity	12 Gallons		
Kegs of Tripes				
15 Horse Loads of Coals				
1 Bundle of Ling	weight	56 Lb		
1 Cwt Cheese				
1 Medicine Box				

P 106 Provisions for 4th voyage, Henderson's 3rd

17 Puncheons of Water				
9 Hogsheads	}	quantity 3 ton beer		
5 Barrells				
20 Tierces of Beef				
10 Tierces of Pork				
3 Firkins Butter				
6 Tierces old Beef				
1 Tierce old Pork				
8 hogsheads new Bread	weight	33 Cwt 2 qtr	28 lb	
4 hogsheads old Bread		15.	0.	0
1 Cask white Bread		0.	2.	24
3 Casks Flour		3.	0.	0
2 Casks Grutts		1 Bushell		
4 Casks Pease		17 ditto		
1 Cask old Ditto		4 ditto		
2 Kinderkins old Flour		2 Cwt 0 qtr	0 lb	
2 Rundletts Dubbin				
1 Rundlett old Dubbin				
2 Rundletts Vinegar		12 Gallons		
1 Kinderkin of Salt				
2 Hampiers 10 dozen Beer				
1 Hampier 5 dozen Cyder				

P 148 Provisions for 5th Voyage, Henderson's 4th

A List of Provisions and Stores for the Ruby		
14 Puncheons	}	quantity 7 Ton Beer
5 hogsheads		
10 hogsheads	}	3 Ton Beer
3 Tierces		
12 hogsheads		48 Cwt Bread
4 Casks		3.2.0 Flour
2 Casks		1 Cwt White Bread
2 Kegs		12 Gallons Vinegar
1 Cask		$\frac{3}{4}$ Cwt Salt
2 Kegs		1 Bushell Grutts
2 hampiers		10 Dozen Beer
1 Ditto		5 Dozen Cyder
6 Tierces		Beef Quarter bound
4 Ditto	}	English Beef
1 harness tub		
3 Barrells		English Pork burnt RDC
1 Tierce		Old Beef
1 Tierce		Old Pork
1 Baskett		1 Cwt Cheese
2 Firkins		Butter
5 Barrells		20 Bushels Pease
2 Kegs		1 Cwt Dubbin
4 hampiers		Potatoes
3 Boxes Candles		15 Dozen

Ruby Documents List

Those printed above are listed in bold, with a note if only extracts are printed; to access transcriptions of the others see p 8.

p 1 Front cover leather bound, embossed 'Ruby Gally 1758'.

p 2 Inside front cover with typed note by Ian Parkin

***p 3–5* Owners' Instructions to Captain Wallace 1st Voyage 10 August 1758 extract only**

p 6 blank

p 7–8 1st Outset Account 1758

p 9 blank

p 10–11 Freight List August 1758

p 12 blank

***p 13* Portledge Bill August–September 1758**

p 14–15 blank

p 16–17 1st Voyage Inset Accounts 1759–60

p 18–19 Thomas Harris's Account and Captain Wallace's Estate Account

***p 20–21* Captain Wallace's Account**

p 22–23 Agents Fowler Walker, Jamaica, Account

- p 24–26* blank
- p 27–28* 2nd Outset Account 1760
- p 28–29* Thomas Harris Account
- p 30–31* Henry Bright Account
- p 32* blank
- p 33–36* Owners' Instructions to Captain Henderson 2nd Voyage 24 December 1759
- p 37* Owners to Agents John Halliday,
- p 38* Bill of lading attached to *p 39*
- p 39* Invoice for Lime shipped on Owners' account
- p 40* Owners to Agents Richard & Bussell Hares – Provisioning in Ireland
- p 41–43 Provisions & Stores for 2nd Voyage – unpriced provisions only***
- p 44* Owners' further Instructions to Captain Henderson 2nd Voyage 15 March 1760
- p 45 Portledge Bill 2nd Voyage extracts only***
- p 46* blank
- p 47–52* Inset Account 2nd Voyage
- p 51–52* Partners' Accounts 2nd Voyage
- p 53–54* blank
- p 55–57 Provisions & Stores 3rd Voyage, unpriced provisions only***
- p 58 Portledge Bill 3rd Voyage extracts only***
- p 59–61* Owners' Instructions to Captain Henderson 3rd Voyage 20 December 1760
- p 62* Bill of lading, loose, enclosed between *p 61* and *p 62r*, concerns a different vessel.
(The *Ruby*, Master James Henderson, 1772?)
- p 63* Owners to Agents MacNeal & Sadler 20th December 1760
- p 64–71* Freight List 3rd Voyage
- p 72–73* Outset Account 3rd Voyage 1761
- p 74–77* Partners' Accounts 3rd Outset
- p 78* Sales of 25 Hogsheads of Sugar Imported in the Ship Ruby from Nevis
- p 79* Invoice for Twenty five Hogsheads of Sugar Shipt
- p 80–81* Captain Henderson's Account
- p 82–83* Inset Account 3rd Voyage
- p 84–85* Partners' Accounts 3rd Voyage
- p 86–87* blank
- p 88–92* Owners' Instructions to Captain Henderson 4th Voyage 10 October 1761
- p 93* Owners to Agent John Halliday 10 October 1761
- p 93–94* Owners to Agents Smith & Baillie 10 October 1761
- p 94–95* Owners to Agents Peddar Shaw & Margaret 10 October 1761
- p 95* Owners to Agents Austin Laurens & Appleby 10 October 1761
- p 96–105* Freight List 4th Voyage
- p 106–108 Provisions & Stores, unpriced, 4th Voyage provisions only***
- p 109* Bill of lading for Building Materials on Owners' Account
- p 110* Invoice for Building Materials on Owners' Account
- p 111 Portledge Bill 4th Voyage extracts only***
- p 112–113* Outset Account 4th Voyage
- p 112–113* Partner Harris's Account
- p 114* Cost of Cargo on 4th Outset
- p 115–116* Partner Bright's Account
- p 117* Further Instructions to Captain Handerson 20 January 1762
- p 117–118* Further to Agents Messrs Pedder Shaw & Margaret 20 January 1762
- p 119* blank

- p 120–121* Captain Henderson's Account
- p 122* Invoice of 12 Hogsheads of Sugar on Owners' account
- p 123–124* Captain Henderson's Account
- p 125–126* Inset Account 4th Voyage
- p 127–128* Partners' Accounts
- p 129–131* blank Owners' Account 5th Voyage November 2nd 1762
- p 132* Bill of Lading for a variety of items taken on 5th Voyage
- p 133–135* Owners' Instructions to Captain Henderson 5th Voyage
- p 136* Owners' to Captain Henderson 10th November 1762 and 2 November 1762
- p 137–146* Freight List 5th Voyage
- p 147* Invoice for Building Materials on Owners' Account
- p 148–152* Provisions & Stores 5th Voyage provisions only**
- p 153–154* Portledge Bill 5th Voyage extracts only**
- p 155* blank
- p 156–157* Outset Account 5th Voyage
- p 158* Costs of Cargo on Owners' Account
- p 159–160* Partner Bright's Account
- p 161–164* 5th Inset Account
- p 165–166* blank
- p 167–168* Owners' Instructions to Captain Henderson 12 November 1763
- p 169–174* Freight List 6th Voyage
- p 175* Owners to Agents Richard & Bussell Hare 12th November 1763
- p 176* Provisions and Stores 6th Voyage – incomplete
- p 177* blank

4

THE SWIFT, THE SALLY, & THE NEVIS PLANTERS 1759–74

These voyages were all undertaken by partnerships led by Henry Bright as Ship's Husband; and all the accounts are in one volume.¹

Apart from common documentation, there is an unusual common feature: three of the vessels concerned were lost to the owners. The *Swift* was captured by the French and then regained by the British but sold. The *Sally* foundered at the end of her second voyage. And the original *Nevis Planter* was disposed of after four voyages, after which there was a voyage by its successor, *Nevis Planter II*.

These voyages will be documented and discussed in three sub-sections:

- 1 The *Swift*
- 2 The *Sally*
- 3 The *Nevis Planters*

But before this, it may be of interest to compare the voyages in summary terms.

		Vessel	Outset	Cargo	Inset Dr	Inset Cr	Net	Outcome /Outlay
<i>Swift</i>	1759-60	300	1,522	2,360	571	2,541	-2,213	-43%
<i>Sally 7</i>	1768-9		270	232	270	1,081	310	40%
<i>Sally 8</i>	1769		329	124	1,828	2,741	459	20%
<i>Sally Average</i>			299	178	1,049	1,911	385	25%
<i>Nevis Planter I 1</i>	1770-1		268	400	570	1,523	285	23%
<i>Nevis Planter I 2</i>	1771-2		387	603	367	1,584	227	17%
<i>Nevis Planter I 3</i>	1773		337	653	973	2,024	61	3%
<i>Nevis Planter I 4</i>	1774		383	987	709	2,446	367	18%
<i>Nevis Planter I Average</i>			344	661	655	1,894	235	14%
<i>Nevis Planter II</i>	1775	1,150	789	1,219	N/A	N/A		

1. The *Swift*

The *Snow Swift* sailed off on a slaving voyage on March 21 1759. The slaving aspect will be covered in K Morgan's forthcoming volume, *Documents on the Bristol Slave Trade*. The partners were Jeremiah Ames ⅓, Corsley Rogers & Son ⅓, Captain Abraham Watson (not the commander) ⅓ and Henry Bright ⅓ (*f 15v-16r*).

¹ BA: 39654/2.

Slops

The Slops Invoice (*f 3v*) is included as a curiosity, as we have come across nothing like it elsewhere. The Portledge Bill (*f 5r*) lists Captain & 4 Officers, 7 tradesmen including 2 Mates, 15 Seamen, 2 Landsmen , and 3 Boys. One might see the Check Shirts and the Frocks as two apiece for seamen, along with Trowzers and Cotton Jackets (also for one or two Tradesmen’s Mates?), while the superior Blue Jackets are for the Officers and principal Tradesmen. And the cheap caps as general replacement stock, perhaps.

Invoice of sundry Slops Shipt on Board the Snow Swift Consigned to Captain James McTaggart to be disposed of to the Ships Company on Account of Owners of said Snow				
30 ¾-wide Check Shirts	at 3/9	5	12	6
36 Mens Trowzers	at 2/9	4	19	-
30 Frocks	at 3/6	5	5	-
9 Blue Jackets	at 6/-	2	14	-
16 Cotton Jackets Double Breasted	at 4/9	3	16	-
12 Worsted Caps	at 1/-	-	12	-
Wrapper		-	1	6
		£23	-	-

Capture, and Loss

But the main interest is in the returns and the effect of the capture. Richardson reports it [not as] having been recaptured by the British vessel HMS *Arundel*.² This seems inaccurate. The fuller story is that the French found the crew and slave cargo of the *Swift* suffering very badly from dysentery. They took off the slaves they judged healthy³ and abandoned the ship, crew and some hundred diseased slaves.⁴ The abandoned ship then sought the aid of the *Arundel* whose surgeon Dr Ramsay went aboard and did what he could – an experience that sent him from the navy to the church where he was an effective abolitionist.

Overall the voyage showed a loss of £2212 14s 5d or over half the initial outlay.

	Ref	£	s	d
Ship	<i>f9r</i>	300	0	0
Trade goods	<i>f10r</i>	2,360	4	3
Outset including Ship £300	<i>f9r-9v</i>	1,521	16	6
Total Investment		4,182	0	9
Inset Revenue	<i>f15r</i>	2,541	3	6
less inset Costs	<i>f14v</i>	571	7	2
Net Inset surplus		1,969	16	4
Overall Loss including vessel value		2,212	14	5

It is not easy to see how the returns were made up, because we have just the one line citing the remittance from the agents, at £2479 18s 6d (*f 15r*). Now this is the net result

² Richardson, *Bristol* III p 128. He also has £1969 16s 4½d profit, but this is only on Inset and ignores Outset and Cargo.

³ This may have been 70, the number on which the *Swift*’s surgeon, Dr Oglevy was paid his customary bounty of £ 10s at 1s per head (*f14v*).

⁴ Diary of J Ramsay *f.48v*, Bodleian, MSS Brit. Empire s. 2.

of (i) selling slaves and ivory (ii) paying some crew wages and fares back to Bristol and (iii) selling the vessel and paying salvage costs.

(i) The total for slaves and ivory on which Captain McTaggart earned his Coast Commission was £2075 10s (*f 14v*). We have no way of dividing this between slaves and ivory but those diseased slaves who could be sold at all could scarcely have been worth much. Much, perhaps the greater part must have come from ivory sales. Dutch prices were around £10 sterling per cwt in the early decades of the century,⁵ and a few imports to England in 1774 realised £22 per cwt,⁶ but the prices realised in the Indies would be lower. £1000, say, might then represent about 4–5 tons of ivory, a substantial amount but definitely sought even in preference to slaves, according to the Captain's instructions (*f 6r*).

purchase also all the Elephants Teeth and Scravelaes you possibly can preferring the large Teeth, and should there be a plenty of Ivory would have the whole of our Goods laid out in that Commodity excepting a Sufficiency to purchase two hundred and eighty or three hundred Negroes as judge that Number may be better than to crowd the Vessel

(ii) The 32 strong crew at the outset was typical of a slaving voyage, large enough to supply round-the-clock guarding of the slaves as well as the normal ship duties. The extras would typically be paid off in the W Indies; and it is tempting to think of the final wages paid to just 19 members of the crew (*f 14v*) as being for those who would have sailed her back. But the periods indicated by setting the amounts against the monthly rates in the Portledge Bill (*f 5r–5v*) vary considerably, from 81 days for William Hare to 175 days for John Mills.

So the agents' total for wages would include final payments for those discharged, and interim payments for others. Also, for those who did survive, and had not been discharged, fares back to England may have been paid in addition; or perhaps they had to pay these themselves from interim wages. If we take the total sum paid to Mills, including advance, as representing the standard service for all, ie just under 6 months, then the agents must have paid about £30 in final or interim wages to the others. But Mills himself may have had an interim payment, of up to say 2½ months (half pay was the usual limit) in which case the total supplied by the agents may have been as much as £130.

(iii) So the net realisation on the vessel after salvage costs would have been the difference between the £2479 18s 6d sent by the agents, and the £2075 10s received for slaves and ivory, plus say £30–130 paid out in interim wages: £435–535. This is surprising. It compares well with the £300 paid for the vessel. But if the *Swift* was still in good shape, why sell her at all? – the 19 men who were to be paid anyhow were more than crew enough to sail her home. If on the other hand, she was in very poor shape, then who would pay so much for her? A possible explanation is that the sale included what must have been a pretty substantial proportion of the trade goods originally shipped and scarcely exhausted on 3 tons of ivory and 70 slaves.

Summary reconstruction

⁵ H. M. Feinberg and M. Johnson, 'The West African Ivory Trade during the Eighteenth Century: The "... and Ivory" Complex'. *The International Journal of African Historical Studies*, Vol. 15, No. 3 (1982), 435–453

⁶ *Snow Africa* BA: 45039 f14r.

Slaves & ivory sold	2075.50
plus vessel net salvage?	434.43-534.43
less Interim wages?	30.00-130.00
Agents remittance	2479.93

If the *Swift* had not been captured by the French, the returns would have been augmented by the value of 70 healthy slaves. The privilege slaves of the captain and others were valued at of £20 13s 3d net each (*f 14v*), and 70 at this rate would come to £1446 7s 6d. But this rate may itself have reflected debility. At around £30 a head net, the voyage would have broken even.

On the other hand, if there had been no dysentery, the French would have kept the *Swift* and the total loss would have been much greater.

But several questions remain. It would have been good if the agents account had been included; and the owners' account with Captain McTaggart (which was presumably carried over to his next voyage.) Does this rather perfunctory treatment of the final accounts indicate that the owners were only too happy to close their books on the whole unfortunate affair?

F 5r Swift 1st Outset Portledge Bill*

A Portledge Bill for Snow Swift 1 Outsett to Africa									
Number		Mens Names	Stations	Wages per month			Advance		
Old	New								
1	1	James McTaggart	Commander	5	0	0	-	-	-
2	2	Alexander Brodie	Chief Mate	4	10	0	9	-	-
3	3	Robert Martin	Second Mate	4	-	-	8	-	-
4	4	George Ogilvy	Surgeon	4	-	-	8	-	-
5	5	Thomas Adams	Third Mate	3	10	-	7	-	-
10	6	John Mills	Carpenter	4	-	-	8	-	-
7	7	Abraham Higham	Cooper	3	5	-	6	10	-
6	8	William Dellany	Gunner	2	15	-	5	10	0
50	9	James Lamb	Boatswain	2	15	-	5	10	-
	10	George Prince	Cook	3	0	0			
13	11	James Blaney	Doctors Mate	2	-	-	4	-	-
11	12	Charles Lloyd	Carpenters Mate	2	5	-	4	10	-
39	13	Daniel McUllock	Seaman	2	5	-	4	10	-
51	14	Jonas Hanson	ditto	2	5	-	4	10	-
9	15	Alexander Finie	ditto	2	5	-	4	10	-
8	16	Silver Morrison	ditto	2	5	-	4	10	-
15	17	John Sullivan	ditto	2	5	-	4	10	-
23	18	John Skee	ditto	2	5	-	4	10	-
17	19	John Power	ditto	2	5	-	4	10	-
34	20	Thomas Ransom	ditto	2	5	-	4	10	-
32	21	George Kitchen	¾ Seaman	1	15	-	3	10	-
28	22	Levi Hollister	ditto	1	15	-	3	10	-
14	23	William Hare	ditto	1	15	-	3	10	-
37	24	Thomas Maskett	ditto	1	15	-	3	10	-
24	25	John Monks	ditto	1	10	-	3	-	-
31	26	Edward Watts	ditto	1	10	-	3	-	-

22	27	David Ross	ditto	1	10	-	3	-	-
26	28	Johnser Tucker	Landsman	1	5	-	2	10	-
41	29	John Boyne	ditto	1	5	-	2	10	-
53	30	William Bell	Boy	1	-	-	2	-	-
52	31	John Rogers	ditto	1	-	-	2	-	-
30	32	Alexander Reney	ditto	1	-	-	2	-	-
Sailed 21 st March 1759									

F 10r Swift 1st Outset Cargo at owners' risk

Amounts paid, omitting the amounts (invoiced).

[f10r] Owners of the Snow Swift James McTaggart Master for Bonny									
To sundry Tradesmen etc for Cost of 1 st Cargo				Dr					
No 1	To Sargent Aufrere & Co	Bafts & Arrangoes		120	4	-			
2	Peach & Pierce	Manchester Goods		849	7	4			
3	Baugh Ames & Co	Gunpowder		387	10	-			
4	Joseph Loscombe & Co	Neptunes		321	5	-			
5	James Laroche	Manelaes & Copper Rods		57	2	-			
6	John Jenkins	Guns		104	-	-			
7	Samuel Page	Ditto		60	-	-			
8	John Galton	Ditto		30	-	-			
9	Thomas Knox	French Brandy		159	15	6			
10	Alexander Ford	Ditto		102	4	-			
11	Joseph Holland	Ditto		39	5	-			
12	Devonshire Reeve & Lloyd	Ditto		18	4	-			
13	Corsely Rogers & Son	Barr Iron		86	6	-			
14	George Bush	Cooper		60	12	-			
15	Thomas Broome	Cutler		27	10	-			
16	Michael Miller	Beads		20	6	-			
17	Tudway & Smith	Hosiers		22	10	-			
18	Thomas Hill	Lead Barrs		15	-	-			
19	Charles Whittuck	Hatter		14	8	-			
20	John Peters	Joyner		8	5	-			
21	Thomas Tyndall & Co	Glass Bottles		3	5	-			
22	Blake & Pollard	Shiping Goods		1	8	-			
23	Abraham Watson	Ensigns		6	6	-			
24	Hilhouse Gettey & Co	Iron Potts		3	4	-			
25	Ames & Williams	Stone Bottles		3	4	-			
26	Samuel Foot	Paveing Stones		2	5	-			
27	Elizabeth Ford	Wickering Bottles		1	13	-			
28	John Pollard	Gun Flints		1	18	6			
29	George Toghill	Carriage of Goods		-	12	-			
30	Entry Bills of the	Cargo		5	3	5			
	Mary Stephens (in Outsett)	Hallier		1	10	-			
	Henry Bright (ditto)	Disburstments		4	1	6			
				2538	4	3			
Cr									
By Cash receiv'd of Alexander Bradie for 20 Galls Brandy				4	0	0			

By Cash recd of Captain McTaggart for 1 st Cost of 6 Negroes	42	0	0
By Cash received of ditto his proportion for Interest in the general Cargo	100	0	0
By Cash received for Nett Debentures on Sundrys	32	0	0
	178	-	-
Jeremiah Ames Esq for $\frac{2}{6}$ of £2360. 4. 3	£2360	4	3
Messrs Corsley Rogers & Son $\frac{1}{6}$ ditto	786	14	9
Captain Abraham Watson $\frac{1}{6}$ ditto	393	7	4½
Henry Bright $\frac{2}{6}$ ditto	393	7	4½
	786	14	9
	£2360	14	9 ⁷

F 14v-15r Swift 1st Voyage Owners' Accounts

[f14v] Owners of Snow Swift James McTaggart Master their Africa & afterwards retaken by his Majesty's Ship Arundell				Dr			
1760	To Cash paid James Selly's Note for a Copper Kettle and Ships Wheel omitted in Outsett				5	10	6
	To ditto gave Landwaiters for Permit for Prize Goods omitted in ditto				-	3	-
	To ditto paid for the Ships Book					9	6
	To ditto paid Thomas Aldridge's Note				2	13	-
	To ditto paid a Porter for the Barrs of the Heath ⁸ from the Hallifax				-	-	9
	To ditto paid Captain McTaggart for Nett Proceeds of his Six Priviledge Negroes at £20.13.3. per head	123.19. 6					
	Alexander Bradie for his 3 ditto	61.19. 9					
	George Oglevy for his two dittoe	41. 6. 6					
	Robert Martin for his one ditto	20.13. 3	247	19			-
	To ditto paid Captain McTaggart's Coast Commissions on £2075.10/- Nett Proceeds of Negroes & Teeth sold in Antigua	79.16. 2					
	for his £100 Interest in General Cargo	83. 0. 7	162	16			9
	To ditto paid Doctor Oglevy's head Money		3	10			-
	To ditto paid Hospital Money ⁹		7	2			4
	To ditto paid Wages Viz						
	George Oglevy 10.17. 4	John Mills 15. 6. 7					
	James Lamb 9.16. 8	William Delany 5.19. 6					
	Charles Lloyd 5. 6. 3	James Blaney 7. 5.10					
	Daniel McCulloch 8. 2. 9	Alexander Finie 8. 2. 9					
	John Skee 6. 6. 3	John Power 7. 3. 4					
	Thomas Ransom 8. 1. 9	George Kitchens 4. 3. 6					
	Levi Hollister 6. 3. 4	William Hare 1 .4. 7					
	Thomas Machet 6. 1. 0	David Ross 5. 7. 0					
	Johnser Tucker 4. 5. 2	John Boyd 4. 4. 2					
	Alexander Reiney 3. 7. 2	68. 7. 8	127	4			11
	To ditto paid Postage of Letters & Ships Papers		1	9			6

⁷ Should be £2360 4s 3d but the scribe has got carried away by 14s 9d above.⁸ Hearth, or forge?⁹ That is, contributions to the Society of Merchants Venturers Seamen's Hospital, usually supported by a Muster Roll in the SMV records but not in this case.

To Commissions $\frac{1}{2}$ per Cent on £2479.18.6 Remittance from Antigua		12	7	11
		571	7	2
To Jeremiah Ames Esq for $\frac{2}{6}$ of £1969.16.4 Ballance	656.12. 1 $\frac{1}{2}$			
Messrs Corsley Rogers & Son $\frac{1}{6}$ of ditto	328. 6. 0 $\frac{1}{2}$			
Mr Abraham Watson $\frac{1}{6}$ of ditto	328. 6. 0 $\frac{1}{2}$			
Henry Bright $\frac{2}{6}$ of ditto	656.12. 1 $\frac{1}{2}$	1969	16	4
		£2541	3	6
NB The Snow Swift Taken on Her Middle Passage ¹⁰ from and carried into Antigua there Sold. J Halliday Settled [f15r] Account of said Vessell taken by the French on her middle Passage etc Cr				
By Cash receiv'd of Michael Miller Charges paid on Debenture for Bugle in the Outsett		-	3	-
By Briggantine Martha for an Old Sail		3	2	-
By John Halliday's Bill on Richard & Richard Oliver ¹¹ dated Antigua 16 th January last at 90 Days remitted by said Halliday for Ballance of Snow Swifts Account		2479	18	6
By Cash receiv'd of Alexander Bradie the 1 st Cost of his three Priviledge Negroes	21. 0. 0			
George Oglevy's two ditto	14. 0. 0			
Robert Martin's one ditto	7. 0. 0	42	-	-
By Abraham Parsons for a small Heath		1	-	-
By Owners of [blank] for the Ship's Kettle and Heath		15	-	-
		£2541	3	6
Passage, Retaken & Carried into the Salvage and Remitted the Nett Proceeds HB ¹²				

Swift Documents List

Those in bold are given above in full; to access transcriptions of the others see p 8.

f 1r–1v Package of Snow Swifts Cargo (Trade Goods valued in Barrs)

f 2r–3r Invoice of sundry Merchandize Shipt on Board

f 3r Bill of Lading on half sheet inserted over

f 3v Invoice of sundry Slops Shipt on Board

f 4r–4v A List of Provisions & Stores

f 5r–5v Portledge Bill for Snow Swift

f 5v blank page

f 6r–7v Owners to Captain James McTaggart, Bristol 5 March 1759

f 8r Owners to Agents Austin & Laurens (South Carolina) 5 March 1759

f 8v Owners to Agents John & William Halliday (Guadeloupe?) 5 March 1759

f 9r–9v To sundry Tradesmen etc for Cost of 1st Outsett

f 10r To sundry Tradesmen etc for Cost of 1st Cargo (ie Trade Goods)

f 10v–12r Apportionment of Outsett among partners

f 12v Owners to Agents John & William Halliday 1 November 1759

A loose paper, enclosed between folios 12v–13r (not Swift)

¹⁰ The second leg of a triangulat voyage: Bristol – West Africa – West Indies.

¹¹ Uncle and nephew, merchants of London and Antigua.

¹² I.e. Henry Bright.

f 13r Owners to Captain James McTaggart 1st November 1759 (twice)

f 13v Owners to Agents William & John Miles 1 November 1759

f 14r– blank page

f 14v–15v Inset Accounts

2. The Sally

We come to the *Sally* at the end of a run of voyages, starting with accounts for her 6th Inset, and ending with those for her 8th, on which she went down at Bideford on the very last leg returning from Oporto for Bristol (f38r). For the voyages covered the partners were: Henry Bright 7/12; Jeremiah Ames 3/12; Mssrs Peach & Pierce 1/12; Francis Rogers 1/12 (f 17v).

The striking feature in the voyages of the *Sally* is the high value of the inset revenue. The proceeds of the freight and of sugar and of tropical woods are not out of the way: the difference is in the very substantial return on the Rice. Rice had not been the original intent (f30v) but the Owners obviously took into account the very short time in which sugar might enjoy high prices – only if shipped by August 1st – and thereafter looked to Rice. But Rice would not do well in England,¹³ so it should go to Lisbon – as it did and very remunerative it was; although the inset costs were likewise high.

The *Sally* sank near Bideford on her return from Oporto.
(The wreck may still be visible on Northam Sands, see below.)



It was by no means a sad loss. Indeed the owners had already decided to sell her off (f32r); she managed not only to deliver her rice to Lisbon but also the wine to England; no hands were lost; and the salvage returns were not negligible. Indeed if they had been much higher or if there had been any bottomry insurance, we might suspect she was scuttled. And we should bear in mind that the replacement cost of a bare hull was much less than that of annual refitting.

F 18r Sally 6th Inset Revenue

Insett Benjamin Berry Master from Jamaica (late Capt Shortridge)					Cr		
1767	By Smith & Baillies Bill of Exchange on Maitland &				235	6	7
July	23	Boddingtons at 6 Months sight					

¹³ Even today, rice is associated with foreign cuisine in this country: Indian, Chinese, or Risottos. Our only local dish is Rice Pudding – on which see ‘What is the matter with Mary Jane?’ poem by A.A. Milne.

1768	By Cash for 18 Tons 16 Cwt 3.25 Logwood sold at Publick			
Feb 9	Sale at 4.13/- per Ton	87	12	10
Mar 26	By Samuel Munkley for 6 small Casks 18 Bags Pimento			
	Stowed into 4 hhds (Viz) ¹⁴ Nett is 1878 @ 7½d	58	13	9
	By Pope Sedgley & Co for 7 hogsheads Sugar Viz ⁸	152	15	8
	By James Smith A J & E Baillies order on me for £26. 6.10			
	Ballance of St Kitts, Account settled with them Exchange			
	at 75 per Cent	15	1	0
	By Cash received of William Mattocks for 63 Galls Rum he			
	had in Jamaica	5	12	6
	By Freight received Viz ⁸	711.16.	7	
	Less the Freight for the Goods on Ships Account			
	SS as it is not debited	51.17.	0	659 19 7
	By Captain Berrys Note of hand for £15 to be brought to			
	Account next Insett	0	0	0
15th Dec 1768	Received £7.10.0 Credit in Insett the Remainder to be			
	paid Next Voyage	£1215	1	11

F 27r 7th Inset Revenue

said Ships 7 th Insett from Jamaica Benjamin Berry Master	Cr			
By Bright & Millwards Draft on Henry Bright for Ballance of	0	14	7	
Account				
By Cash received for Over Entry Sugars	2	3	2	
By ditto Levi Ames for Nicoragua Wood Viz ¹⁵ @ £11 per Ton	59	11	5	
By Ditto for Jamaica Logwood Viz ⁹ @ £4 10/- per Ton	125	9	8	
By Cash received of Capt Berry for Passengers last Voyage	7	10	0	
By ditto ditto for a Cask of bread he sold	2	10	0	
By Messrs Ames Ireland & Co for 20 Casks Sugar Viz ⁹ @ 37/- per Cwt	398	8	7	
By Freight & Average received of sundry People Viz ⁹	540	2	1	
By Abraham Watson to Pay Freight Ship Milfords Provisions	4	0	6	
	£1080	18	7	

F 30v-32r Sally 7th voyage Owners to captain and agents –Sugar or Rice

Captain Benjamin Berry

Bristol 26 December 1768

Wee appoint you the Command of our Ship Sally & order you to Embrace the first Fair Wind & Weather & sail for the Island of Nevis or St Christophers & when you arrive there deliver our Letters to Messrs Smith & Baillies . . . these Gentlemen will inform you if there is a Probability of your obtaining a Load with Sugars on Freight for this Port or London which if to be had so as to Sail fully Loaden before the 1st August may except if not then take on board Ballast & Proceed with all Possibly dispatch for Charles Town in South Carolina on your arrival there deliver the Letter herewith deliver'd you to Henry Laurence Esq who have our Orders to Load our Ship with Rice for this Port or Portugall either as he may think Proper to send you to for which Purpose you have herewith a Rice Licence . . . wee wish you Health & a Prosperous Voyage And are –

¹⁴ Detailed elements omitted.

¹⁵ Detailed elements omitted.

Your Friends & Owners Henry Bright Jeremiah Ames Peach & Pierce
 Rec'd in Bristol 3rd January 1769 a true Copy of the foregoing Letter of Instructions
 which I promise to observe Also to have rec'd my Ships Papers to Witt, Register
 Mediterranean Pass Light Bill

Rice Licence Coketts Clearances Freight List etc Benjamin Berry

[Bristol 26 December 1768 omitted]

F 31v Messrs Smith & Baillies – Rice

Sir

Bristol 2nd January 1769

This Wee expect you'll receive per Captain Berry of our Ship Sally who is bound to St Christophers with a Loading of Lime etc who have Orders to accept a Freight for this Port or London if such can be procured the bad Account from the Islands gives us little hopes of a Freight & Expects he must Proceed to your address & has Mr H Bright Wrote you the 12th November per the St Helena & delivered a Copy to Messrs Watson & Olive in London to forward you doubt not but you will be Provided with a Loading so as to dispatch the Ship, Our Marketts for Rice doth not look so well as could wish have therefore taken out a Rice Licence that the Ship may Proceed to Portugall if you may think it best indeed we think the Markett there will be better than in England & as this Ship is not well Calculated for the West India Trade should be glad to sell both Vessell & Cargo there we therefore desire that if a Freight or part of a Loading Can be obtain'd for Oporto on any tolerable Terms that the same be accepted if not that you Load the Vessell on the Owners Account & send her for that Port Consign'd to Messrs Haldsworth Olive & Newman Merchants there & your Bills on Henry Bright & Co shall be paid for amount of said Cargo & what you supply Captain Berry with for Ships Disbursements must beg your Assistance & Advice to the Captain who we have order'd to follow your Advice & Directions in all Respects & am very Respectfully – Sir Your Humble Servants Henry Bright Jeremiah Ames Peach & Pierce

F 32r To Captain Berry in West Indies – Rice

Captain Benjamin Berry

Bristol 26th December 1768¹⁶

...

Should you go from South Carolina to Portugall as your Ship is not well Calculated for the West India Trade not stowing 3 Heights of Sugar will sell her if Possiable as she must be sold when she Comes Home Mr Rogers one of the Owners being Dead in that Case pray give Her Decks a good Coat of Turpintine Paint her in Carolina with the Paint you have make her look as well as you can & in Case of the Vessells being sold in Portugall must Pay the People of & allow them One Months Pay to bring them Home or give them an Order on me for their Wages as Customary you shall meet our Orders for your further Proceedings at the House you are Consign'd to in Portugall by Mr Laurence whose Directions you are to follow we are Your Friends & Owners

Rec'd 3rd January 1769 the Copy of the above Letter of Instructions which I
 promise to observe Benjamin Berry

¹⁶ ? 2 January 1769.

F 39r Sally 8th voyage Inset revenue

of said Ships 8 th Insett from St Christophers, South Carolina, & Oporto		Cr		
11	By Freight & general Average rec'd on Wine @ Oporto ¹⁷	97	8	4
14	By amount of Holdsworth Olive & Newman Account Current, with bills remitted for a Cargo Rice	2104	17	11
15	By Smith & Hoggs Account with Nett Proceeds of Ship & Salvage	165	11	8
16	By Smith & Baillies Account Current, with bills for the ballance due 28 Dec for	82	7	5
	By Sales of 6 hogsheads Sugar & a parcell of Silver as per Sales in this Book 3 leaves Back	124	11	5
	Bristol 29 th October 1770	£2574	16	9
	Examined the above Account			
	Jeremiah Ames Peach & Pierce this 29 day of October 1770			

Sally Documents List

Those in bold are given above in full or in part; to access transcriptions of the others see p 8.

f 16v-17r Accounts for 6th voyage with agents in Jamaica and St Kitts-
with Bill of Exchange from Jamaica loose between

f 17v-18r 6th Inset Accounts – subentries omitted

f 18v-19r Owner's shares on 6th Inset

f 19v Bill of Lading for 7th Outset

f 20r Invoice of Merchandize-7th Outset

f 20v Owners Instructions to Captain and to Jamaica agents 31 March 1768

f 21v-22r Freight list 7th Outset

f 22v Provisions & Stores 7th Outset

f 23r Portage Bill [sic] for 7th Outset

f 23v-24r Tradesmen's Accounts for 7th Outset

f 24v -26r Partners' Outset Accounts

f 26v-27r 7th Inset Accounts subentries omitted

f 27v-28r Partners' Inset Accounts

f 28v Blank

f 29r Invoice for Building Lime 8th Outset with Bill of Lading attached

f 29v 30r Freight List for 8th Outset

f 30v-31r Owners Instructions to Captain 26 December 1768 in part

f 31r Owners to Agents in Nevis 26 December 1768

f 31v Owners to Agents in St Kitts 2 January 1769

f 32r Owners Instructions to Captain 26 December 1768 in part

f 32v-33r Tradesmen for 8th Outset and apportionment to partners

f 33v -35r Outset Accounts

f 35v Owners to Nevis agents 29 November 1769

f 36r Account for sale of Sugar from Jamaica

f 36v-37r Account with Oporto agents

f 37v-38r Account with Nevis agents

f 38v-39r 8th Inset Accounts

f 39v-40r Partners Accounts on Inset

¹⁷ Detailed elements omitted.

f 40v-41r Account of sugar sales

f 41v Blank

3. The *Nevis Planters*

The first *Nevis Planter* was owned by Messrs Bush & Elton (Coopers), Daniel Henderson, Captain Henry Webb (the Master) and Henry Bright (Ship's Husband) in equal shares. She must have been a small vessel, for the crew, excepting officers and tradesmen, was only 6 hands on the first voyage – 3 men to a watch – according to the only Portlage Bill (f 45v). Yet the value of her outward cargos was greater than that of the *Sally*.

The voyages here seem to have been the first by this partnership, (for the second voyage is called the 2nd and so on) but there seems to be no charge recorded for the acquisition of the vessel.

As implied by the name, these vessels always sailed first to Nevis. But they might then be directed to Georgia, St Kitts, Jamaica or North Carolina.

At first sight, the *Nevis Planter* I seems to have been a very pointless project, making a net and increasing loss over the years. And the Merchandise for Sale or Return which made a substantial part of each outward voyage seems never to have made a profit at all. (We include one Inset account in the records which follow to show how the allocations above are made, and the typical constituents.)

Voyage	1	2	3	4	Average
Sales ¹⁸	971	1052	888	1059	992
Merchandise ¹⁹	401	603	653	987	661
Gross profit	570	448	235	72	331
Outset charges	268	387	337	383	344
Inset Charges ²⁰	571	367	708	709	589
Net before Freight	-269	-306	-810	-1020	-601
Freight ¹⁹	479	533	528	526	516
Net	210	227	-282	-494 ²¹	-85

But the secret is in the Freight. The amounts received for it, though substantial enough almost to offset the losses on Merchandise, were not the point. For the freight was itself largely consigned by individual partners (including Captain Webb), and to named buyers. The profits on these exports accrued directly to the individual merchant who sent them, and did not enter the partnership accounts at all. So we should see the *Nevis Planter* as primarily a vessel for the carriage of the individual partners' overseas business. When they had loaded up all that they had already engaged for to overseas merchants, they filled the remaining space with similar goods on their joint account and trusted to the Captain – himself a partner – to make the best bargains he could for them. As he doubtless did, though many of the buyers were slow payers (f 74r). So the apparent losses on the *Nevis Planter* I were not discouraging; and when she was disposed of, the partners bought *Nevis Planter* II at considerable expense, to load up in just the same way.

The very full listings of freight and of merchandise give a good idea of what West Indian settlements were still in need of in the second half of the 18th century. The first

¹⁸ From the respective Inset Credits.

¹⁹ We have used the amounts actually charged in the Outset accounts which may differ trivially from those of the full listing by the discounts on payment.

²⁰ From the respective Inset Debits.

²¹ Excluding £324 from the disposal of ship material and stores.

list of Merchandise for example includes tobacco and rum – surely a testimony to the efficacy, or stranglehold, of the Navigation Acts.²² Relatively specialised materials like lead and lime are not surprising; but the island seems to have depended on imports for the crudest manufactures such as garden tools, nails and wooden or iron hoops. Imported cheese and ham are perhaps understandable, but Nevis, a sugar island, also imported (processed) sugar, as well as simple products like potatoes and pulses. Tailored clothing, sure, but crude hats²³ and cloth bags? These colonies were not incipient economies, but, as intended, mere British enclaves.

F 43r-43v Nevis Planter I 1st Voyage Goods sent out on owners' account

Invoice ²⁴ of sundry Merchandize shipt by Henry Bright on board the Nevis Planter Henry Webb Master for Nevis, on the proper Account & Risque of Owners of said Ship, which goes consign'd to Henry Webb Master of said Ship for Sales & returns Viz				
110 hogsheads building Lime	@ 4/6	24.15. 0		
110 hogsheads for ditto	@8/-	<u>44. 0. 0</u>	68	15 0
25 Kilderkins Stone Lime	@10d	1. 0.10		
25 Kilderkins for ditto	@5/6	<u>6.17. 6</u>	7	18 4
25 10-Gallon Rundletts of ditto	@5d	0.10. 5		
25 10-Gallon Rundletts for ditto	@2/6	<u>3. 2. 6</u>	3	12 11
2 Casks 30000 Each is 60000 6d Nails	@2/3	6.15. 0		
4 ditto 15000 Each is 60000 7½ Cwt 6d ditto	@2/7	7.15. 0		
5 ditto 5000 Each is 25000 20d Nails	5/7	6.19. 7		
5 ditto 6000 Each is 30000 10d 14 Cwt ditto	4/2	6. 5. 0		
6 ditto 15000 Each is 90000 6d 7½ Cwt ditto	2/7	11.12. 6		
2 ditto 20000 Each is 40000 4d 4 Cwt ditto	1/9	3.10. 0		
12 Casks @1/6 10 @1/2 & 2 @1/8		<u>1.13. 0</u>	44	10 1
1 Hogshead sorted Tin Ware		14.17. 8		
hogshead for ditto		<u>0. 9. 0</u>	15	6 8
1 Box 8 dozen Womans Stuff Shoes	@38/-	15. 4. 0		
Box		<u>0. 3. 3</u>	15	7 3
1 Box 3 dozen Mens best Shoes	66/-	9.18. 0		
2 dozen ditto	56/-	5.12. 0		
1 dozen ditto Stich'd & bound		3.12. 0		
Box		<u>0. 3. 0</u>	19	5 0
3 dozen best 5 Bushell Sacks	34/-		5	2 0
3 dozen ditto Corn ditto	28/-		4	4 0
10 Boxes Rag Tobacco in Quantity 30 lbs Each is 300 lbs	@5½d	6.17. 6		
10 Boxes		1. 0. 0		
Debenture		0.16. 0	8	13 6

²² Which required all colonial trade to be carried in British vessels. So Barbados ships could not carry sugar direct to Massachusetts to be made into rum; nor Massachusetts ships carry the rum to Barbados.

²³ Although wholly unsuitable compared with cane-based hats, some islands actually required owners to give their slaves felt hats: and a source was near at hand in Frampton Cotterell just north of Bristol, see C. Heal *Felt-Hatting in Bristol & South Gloucestershire I the Rise* (ALHA 2013).

²⁴ To save space, the left hand column containing shipping marks and numbers is omitted.

		Cwt qtr lb						
1 Puncheon 33 Lump	Loaves	4.1.15						
1 ditto	33 ditto	4.1.14						
Gross		8.3. 1	Nett 8 Cwt					
Tare		0.1. 7	1.22	@76/-	32.1.11			
2 Puncheons					2. 0. 0			
Debenture					0. 6. 6			
					34. 8. 5			
	By Debenture 8 Cwt 1.22 Sugar			@14/6	<u>6. 2. 5</u>	28	6	0
15 Juggs Linseed Oil 46 Galls 1 Pint				@2/10	6.10. 8			
15 Jugs					<u>1. 1. 3</u>	7	11	11
15 Kegs of White Lead Ground								
		Cwt qtr lb						
Gross		4.2.8	Nett 4 Cwt					
Tare		0.1.17	0.19	@32/-	6.13. 5	³ / ₄		
15 Kegs					<u>0.15. 0</u>	7	8	5 ³ / ₄
[f 43v] To amount Invoice brought forward						236	1	1 ³ / ₄
20 Casks Cheese Nett 10 Cwt 2.10				@32/-	16.18.10			
20 Casks				@2/-	<u>2. 0. 0</u>	18	18	10
10 Boxes of Soap		Cwt qtr lb						
Gross		9.1.23 ³ / ₄	Nett 8 Cwt					
Tare		1. 0. 22 ¹ / ₂	1.1 ³ / ₄	@44/-	18. 3. 6			
10 Boxes					1. 1. 8			
Debenture					<u>0. 8. 6</u>	19	13	8
10 Boxes of dipt Candles								
Gross		769 ³ / ₄ lbs	Nett 52 doz					
Tare		142	3 lb	@5/9	15. 0. 5			
10 Boxes					1. 1. 8			
Debenture					<u>0. 7. 0</u>	16	9	1
2 Chests 12 sides Bacon 340 lbs				@5d	7. 1. 8 ¹ / ₄			
2 Chests Packing Bran etc					<u>0. 16. 0</u>	7	17	8 ¹ / ₄
10 6-Gallon Rundletts Pickle'd Bacon 254 lbs				@5d	5. 5.10			
10 Rundletts					1. 0. 0			
Pickling etc					<u>0.10. 0</u>	6	15	10
17 Kegs Tripes				@7/6		6	7	6
20 Casks Containing 10 Bushell Splitt Pease				@7/-	3.10. 0			
20 Casks				@10d	<u>0.16. 8</u>	4	6	8
10 Casks Containing 5 Bushells of Grutts				@6/6	1.12. 6			
10 Casks				10d	<u>0. 8. 4</u>	2	0	10
20 Kegs Containing 124 Gallons Vinegar				9d	4.13. 0			
20 Casks				@2/-	<u>2. 0. 0</u>	6	13	0
10 Juggs Currents				@8/-		4	0	0
10 Juggs Raisens				12/6		6	5	0
5 Cask Containing 53 Doz Bottled Beer				@5/9		15	4	9
5 Casks Containing 50 doz & 9 bottles Cyder				@5/3		13	6	5
60 ¹ / ₂ -bundles Puncheon Wood Hoops				@2/6		7	10	0

20 ½-bundles Hogshead ditto	1/6		1	10	0
6 Setts Sugar hogshead Truss Hoops	15/-		4	10	0
6 ditto Rum Puncheon Hoops	13/-		3	18	0
50 Baskets Containing 20 Sacks Potatoes	@5/-	5. 0. 0			
50 Basketts	@8d	<u>1.13. 4</u>	6	13	4
2 Boxes Mould Candles Nett 131½ lbs is 10 Doz 11½ lbs	@6/10	3.14.10			
2 Boxes etc		<u>0. 4. 4</u>	3	19	2
To Entry Halling Shiping bills Loading etc about			9	0	0
Bristol 16 October Errors Exceptd HB			401	0	11
Memo the Invoice sent per Captain amount'd to £401.10.6½ but the 2 Boxes mould Candles was carried out in that £4.8.9½ through mistake, which is only £3.19.2 in this					

F 44r-45r Nevis Planter I 1st Voyage Freight List

A Freight List for Ship Nevis Planter Henry Webb Master for Nevis 18 th October 1770 Viz						
Quality	Quantity	By who	To who	Price	Money	Total
		Shipt	Consig'd			
1 barrel Iron Ware		Henry Bright	James Carrol		0.15. 0	
1 Cask ditto					ww	
1 bundle ditto					0. 1. 6	
1 Cask Nails	} 32 Cwt			@4/-	6. 8. 0	
1 Cask ditto						
17 Casks ditto						
1 barrel Hoes	18 doz			@9d	0.13. 6	
20 Grindstones	43 Cwt			2/-	4. 6. 0	
19 bundle Iron Hoops	11 Cwt			4/-	2. 4. 0	
50 Iron Potts	6 Cwt			4/6	1. 7. 0	
1 Kilderkin Copper etc					0.10. 0	
20 10-Gall Casks Lime				6/-	6. 0. 0	
6 Crates Earthen Ware				12/6	3.15. 0	
10 Boxes Pipes				12/6	6. 5. 0	
2 Boxes Shoes				15/-	1.10. 0	
1 Box Glass					0. 7. 6	
20 Jugs Oil				2/-	2. 0. 0	
4 barrels Wine	32 doz			1/9	2.16. 0	
2 Casks Cyder	20 doz			1/9	1.15. 0	
12 Jugs Vinegar				2/-	1. 4. 0	
12 Kegs Tripes				2/-	1. 4. 0	
10 Jugs Grutts				2/-	1. 0. 0	
3 Chests Bacon				12/6	1.17. 6	
20 Casks Pease				1/6	1.10. 0	
10 Jugs Currents				2/-	1. 0. 0	
10 Jugs Raisens				2/-	1. 0. 0	
2 Puncheons Sugar				25/-	2.10. 0	
20 Casks Herrings				1/6	1.10. 0	
6 Setts Truss Hoops				4/-	1. 4. 0	
10 Kegs White Lead	6 Cwt			4/-	1. 4. 0	
5 ditto Spanish Brown	3 Cwt			4/-	0.12. 0	
40 Casks Cheese	21 Cwt			4/-	4. 4. 0	
10 Boxes Soap				3/-	1.10. 0	
10 Boxes dipt Candles				3/-	1.10. 0	
10 Boxes Mould ditto				3/-	1.10. 0	
24 Baskets Potatoes				2/6	3. 0. 0	
1 Kilderkin Iron Ware					0.10. 0	
1 Cask Hoes	10 doz			9d	0. 7. 6	
1 Cask Iron Ware	2 Cwt			4/-	0. 8. 0	
Forward				69	16	0

[f 44v] Freight List for Nevis Planter Continued							
Quality	Quantity	By who Shipt	To who Consign'd	Price	Money	Total	
To Amount brought forward					69	16	0
110 hogsheads Lime		Henry Bright	Henry Webb	@3-	165. 0. 0		
25 Kilderkins ditto				@1/-	12.10. 0		
25 10-Gall Casks ditto				@6/-	7.10. 0		
2 Casks Nails	} 37 Cwt						
4 ditto ditto				4/-	7. 8. 0		
5 ditto ditto							
13 ditto ditto							
1 hogshead Tin Ware					1.10. 0		
2 Boxes Shoes				7/6	0.15. 0		
6 doz Sugar Bags					0. 6. 0		
10 Boxes Tobacco				2/6	1. 5. 0		
2 Puncheons Sugar				25/-	2.10. 0		
15 Jugs Oil				2/-	1.10. 0		
15 Kegs White Lead	4 Cwt			4/-	0.16. 0		
20 Casks Cheese	10 Cwt			4/-	2. 0. 0		
10 Boxes Soap				3/-	1.10. 0		
10 Boxes dipped Candles				3/-	1.10. 0		
2 ditto Mould ditto				3/-	0. 6. 0		
2 Chests Bacon				12/6	1. 5. 0		
10 6-Gall Casks ditto				2/-	1. 0. 0		
17 Kegs Tripes				2/-	1.14. 0		
20 Casks Pease				1/6	1.10. 0		
10 ditto Grutts				1/6	0.15. 0		
20 Kegs Vinegar				2/-	2. 0. 0		
10 Jugs Currents				2/-	1. 0. 0		
10 Jugs Raisens				2/-	1. 0. 0		
5 Casks Beer	53 doz			1/9	4.12. 9		
5 ditto Cyder	50			1/9	4. 7. 6		
60 ½-bundle P Hoops	2000			90/-	9. 0. 0		
30 ½-bundle H Hoops							
12 Setts Truss Hoops				4/-	2. 8. 0		
50 Baskets Potatoes				2/6	6. 5. 0	243	3
1 Cask Sugar		Henry Bright Elton	William Maynard		0.12. 6		
10 Casks Lime				6/-	3. 0. 0		
3 Kegs Tripes				2/-	0. 6. 0		
1 Jug Currents					0. 2. 0		
1 ditto Raisins					0. 2. 0	4	2
1 Puncheon Vinegar		Bush & Cazalar	Andrew		1. 5. 0		
36 Kegs ditto				3/-	5. 8. 0		
24 Kilderkins Lime				10/-	12. 0. 0	18	13
Forward					£335	14	9

[f 45r] Freight List for Nevis Planter Continued Viz								
Quality	Quantity	By who Ship't	To who Consign'd	Price	Money	Total		
To amount brought forward					335	14	9	
1 Cask Copper		Henry Bright	James Smith	0.10. 0				
7 ditto Nails				4s	3. 4. 0			
4 ditto ditto	16 Cwt							
2 ditto ditto				0. 4. 0				
1 ditto Locks				4/-	0.12. 0			
5 Kegs White Lead	3 Cwt			6/-	3. 0. 0			
10 ditto Lime	10 Gn ²⁵							
80 ½-bundle Wood Hoops	2000			90/-	9. 0. 0			
1 Sett Truss Hoops				0. 4. 0		16	14	0
20 Casks Tallow	11 Cwt	Henry Bright	AJ & E Bailles	4/-	2. 4. 0			
11 ditto Nails	10 Cwt			4/-	2. 0. 0			
60 bundles Iron Hoops	33 Cwt			4/-	6.12. 0			
50 barrels Lime				15/-	37.10. 0			
50 Kilderkins ditto				10/-	25. 0. 0	73	6	0
2 barrels Lime				15/-	1.10. 0			
1 Cask Hoes	3 Cwt			New		4/-	0.12. 0	
1 Truss Woollen		0.12. 6						
1 bundle Iron Hoops		0. 2. 0	2			16	6	
				ATOL [?] ²⁶	£428	11	3	

²⁵ Gallons?

²⁶ Total?

F 77v-78r Nevis Planter I 4th Voyage Inset Accounts

[f77v] Dr Owners of Ship Nevis Planter their Account			
1	John Ninny	Comb Pilott	2 4 6
2	James Cox	Pilott	7 5 0
3	Sailors Wages	per receipt	122 3 8
4	George Baker	Ship Keeper	0 11 0
5	Mayor & Keywardens	fees	2 6 0
6	Hospital money	per Receipt	3 19 4
7	Bright Davis & Co	Cordage	3 16 0
8	Society Merchants	Landing Cargo	6 11 2
9	Joseph Hiscox	Joiner	1 18 2
10	James Simons	Counting Staves	0 11 3
11	William James (Mates)	disbursments	0 2 6
12	Robert Brown	Shipkeeper	1 17 0
13	George Watkins	Mending Cotten	0 3 0
14	Captain Webb	Disbursments	14 0 0
15	Captain Webb	Account Current	429 9 4
16	Joseph Williams' Protested Bill remitted per Captain Webb on the Owners Account for £52.15/- & charges 10/11		53 5 11
	To Henry Webbs bill on me in favor of Robert Cottle		30 0 0
17	Daniel White	Ironmonger	0 5 8
18	Henry Brights	disbursments	13 14 10
19	Captain Henderson Account Rum leak'd out his Puncheon		2 19 10
20	Bush & Elton	Cooper	11 14 7
			£708 18 9
	To Mr Daniel Henderson for ¼ of £1736.11.3 ballance		434. 2. 9¾
	To Messrs Bush & Elton for ¼ of ditto		434. 2. 9¾
	To Henry Webb for ¼ of ditto		434. 2. 9¾
	To Henry Bright for ¼ of ditto		434. 2. 9¾
			1736 11 3
			£2445 10 0
[f78v] of said Ships 4 th Insett Henry Webb Master from Nevis Cr			
	By sundry Bill remitted per Captain Webb per Nevis Planter as per his Account Current		627 18 10
	By sundry Bills remitted per ditto per Pembroke as per his ditto		431 5 7
	By what Captain Webb charges for Insurance on Shallop in his disbursements which was charged in last Outsett		12 18 0
	By Nett Proceeds Sundries per Nevis Planter as per Sales one leafe Back		536 15 5
	By Nett Proceeds Sundries per Pembroke ditto ditto		218 4 5
	By Owners of New Nevis Planter for sundry Stores sold them belonging to this Ship Old Nevis Planter		77 14 6
	By Freight received from Sundry Persons as per the discharging Book		526 0 0
	By Owners Pembroke for Hire of Shallop etc		14 13 3
			£2445 10 0
Examin'd the above Account this 31 day of January 1775 Bush & Elton Daniel Henderson			

Nevis Planters Documents List

Those in bold are given in full above; to access transcriptions of the others see p 8.

f 42r–42v Owners Instructions to the Captain 16 October 1770

f 43r–43v Invoice of Merchandise for Sale or Return-with Bill of Lading attached 16 October 1770

f 44r–45r Freight List 16 October 1770

f 45v Portlage Bill

f 46r Tradesmen for Outset Costs

f 46v Tradesmen for Cargo Costs

f 47r blank

f 47v–48r Apportionment of Outset charges between partners.

f 48v Account of Sales of owners' merchandise

f 49r Blank

f 49v–50r Inset Accounts 31 December 1771

f 50v–51r Apportionment of Inset among partners

f 51v–52r Invoice of Merchandise for Sale or Return-with Bill of Lading attached 27 September 1771

f 52v–53v Freight List

f 54r–54v Blank

f 55r–56r Tradesmen for 2nd Outset and Cargo 31 December 1771-apportioned to partners

f 56v New Instructions to the Captain 2 December 1772

f 57r Account of Sugar Sales

f 57v–58r 2nd Inset Accounts 19 January 1773

f 58v–59r 2nd Inset apportioned between partners

f 59v–60r Invoice of Merchandise for Sale or Return 10 October 1772

f 60v–61r Blank

f 61v–63r Freight List

f 63v–64r Instructions to the Captain 12 October 1772

f 64r List of provisions and stores for 3rd outset

f 64v Blank

f 65r–66r Tradesmen's outset accounts-apportioned to partners

f 66v–67r Merchandise Sales

f 67v–68r 3rd Inset accounts

f 68v–69r Inset apportioned among partners

f 69v–70r Blank

f 70v–72r Freight List October 1773

f 72v–73r Invoice of Merchandise for Sale or Return-with Bill of Lading attached 3 November 1773

f 73v Instructions to Captain 28 October 1773

f 74r List of Outstanding Debts due the Owners of Ship Nevis Planter

f 74v Blank

f 75r Tradesmen's charges for 4th outset

f 75v–76r Apportionment of 4th Outset and Merchandise among partners

f 76v Sales of Merchandise

f 77v–78r 4th Inset accounts

f 78v–79r 5th inset accounts apportioned among partners

f 79v Instructions to Captain 12 November 1774

- f 80r–81r Invoice of Merchandise for Sale or Return 19 November 1774
- f 81v–84r Freight list 11 November 1774
- f 84v–85r Tradesmen's charges for outset *Nevis Planter* II
- f 85v Tradesmen's charges for freight *Nevis Planter* II
- f 86r Blank
- f 86r–86v Partners accounts for outset and cargo *Nevis Planter* II
- f 87r Blank

5

THE JOURNAL OF THE *LLOYD*

1771–72

This is a journal for the last two of the voyages of the *Lloyd* under the captaincy of Nicholas Pocock. Pocock was not only a qualified mariner but an accomplished and prolific marine artist.¹ He produced similar journals for other voyages as captain, but only this volume is in Bristol Archives.² The owner throughout was the Bristol merchant Richard Champion, to whom Pocock is said to have presented the journals ‘as a testimony of his respect and esteem’ (#02).

The *Lloyd* was technically a ‘ship’.³ She must have been of modest size – 100+ tons – as she had moored at Bristol Quay (#04), where big vessels were not permitted. She may have been the ship registered with Lloyds in 1764, so 140 tons; and the crew of 14 is consistent with this (#83).

The item is usually listed as a Logbook but there is good reason to doubt this:

- The format is a very regular three days per page, with a meagre text to fit the space provided. For example, no offences or punishments are ever recorded.
- Events are not always reported in log-day order: eg Wednesday 31 July 1771: *At 8 AM Grand Terre bore NbyE distant 5 leagues. Strong Gales At 6 in the evening Monserrat bore NNW 4 or 5 leagues.*
- There are quite frequent references to ‘*as per log*’ to fill out details omitted.
- Pocock continually refers to the first, middle and latter ‘*parts*’ of each day; which is not easily related to any standard watch system (not normally in 8 hour stretches).
- Pocock himself calls it a *Journal* (#04).
- The ship’s log belonged to the owner anyway, not to the captain.

But while the narrative portion is adapted from the real log, the navigational material seems to be in proper log form with a day running from noon to noon. So our judgement is that it is a book made up by Pocock after the voyages concerned, drawing on the official logbook but mainly designed to hold and give context to the sketches.

A few of these pictures are coastal scenes, but most are of the *Lloyd* under the day’s sailing conditions and rig. It is these which are the journal’s chief merit – nay, glory – shorn as is the narrative of all but the minimum information about conditions and rig. But this meagre information does help to make sense of the illustrations.

¹ See ODNB; D. Cordingley *Nicholas Pocock 1740-1821* (Conway Maritime Press 1986); and Francis Greenacre *Marine Artists of Bristol* (Bristol Museum & Art Gallery 1982).

² BA 38032. (Four more logbooks are in the National Maritime Museum at Greenwich, and one in the Mariners’ Museum, Newport News, Virginia, USA.) The pages are not numbered but those given here as references in the form [#nn] are numbered as the images kindly supplied by BA.

³ We are indebted to Dr Ian Friel for this and other technical information, including rig terminology.

Pocock includes details of sail setting and readers who want to follow this will find an illustrated key to the *Lloyd's* rig on Plate 4 (with thanks to Dr Ian Friel).

We have therefore opted for a representation which includes all the sketches of the *Lloyd*, with each day's narrative text and basic navigational data. (NB Pocock does not give navigational material at all when he is navigating by landmarks as in the first few days opposite; but only when he is working by compass, chronometer and sextant.) We hope in this way to showcase the artistry of the work, enhanced by an intelligible setting.

Here is a schematic representation of the format for each day: All entries in square brackets are our own and all others are taken from the journal.

Day date			[#nn]	
H	C	W	Narrative	Picture
h	c	w*		
Run	nm1, nm2 [nm3] **			
To	Lat N	Long W†		

* h: hour by 24 hour clock starting at noon; c & w = course and wind at that time; often with a diagram for the prevailing Course and Wind for the log day and a number for the wind to indicate approximate Beaufort scale.⁴ (These diagrams are not necessarily accurate to the 64th compass point but should be to the nearest 32nd point.)

** nm1: the run through the water as measured by the log; nm2: Pocock's calculation of distance from noonday positions; & [nm3]: distance exactly calculated by us from noonday positions. nm1 will be greater than nm2 [nm3] if there has been an adverse current, or smaller if there is a following one.

† Position at noon at the end of the log day as recorded by Pocock (or in square brackets if calculated by us from offshore data). Pocock's Latitude is normally 'Observ'd' ie calculated with instruments, and this phrase is omitted; but where conditions did not permit this, we transcribe his '*by account*' ie by dead reckoning.

The chart for each full week with the total distance run has been compiled by us from positions recorded by Pocock, ie sum of [nm3].

Although our page (c. A5) is smaller than Pocock's (c. Quarto) our arrangement allows a little more space for the splendid illustrations.

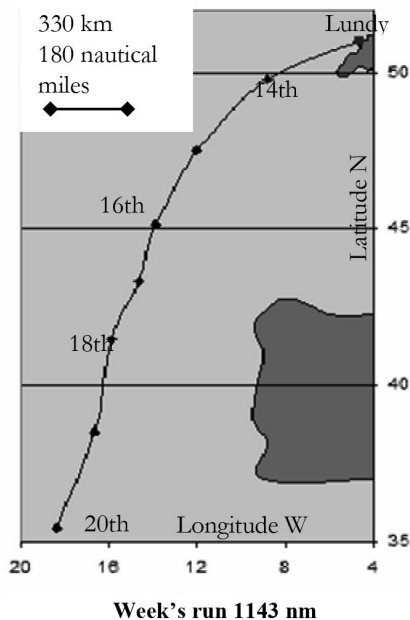
Voyage 1

Journal of a Voyage from Bristol toward Dominica in the Ship Lloyd – N Pocock (January 1771)

Tuesday 8th	[#04] <i>At Noon Unmoor'd from Bristol Quay & at 5 in the Afternoon Moor'd the Ship in Hungroad. Fresh Gales at North. Clear Weather</i>
Saturday 12th	[#04] <i>Unmoor'd Ship at Noon, at 8 in the Evening Pass'd the Holms & hove too to hoist in the Boats. Steer'd to the Westward under an Easy Sail in order to put the pilot ashore in the Morning, he having no Boat</i>
Sunday 13th	[#04] <i>At Noon Lundy bore EbN½N distance 6 or 7 leagues.</i>

⁴ D. Wheeler 'The weather vocabulary of an eighteenth-century mariner: the log-books of Nicholas Pocock, 1740-1821' *Weather* September 1995 298-304.

TO DOMINICA JANUARY 14 -20 1771

Monday 14th

[#05]

H C W
14 West ESE

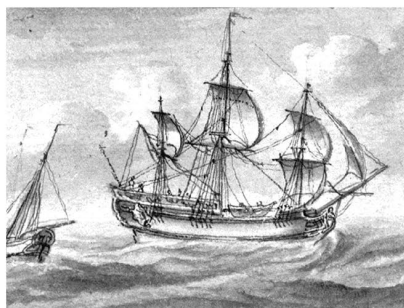
*At Noon Lundy Bore
EbN $\frac{1}{2}$ N 7 leagues from
whence I departed Strong
Gales and Squally with
sleet & snow. Spoke a
Sloop from Malagas for
London Very leaky.
Several others in sight*

06 WbS East
08 WbS
10 WSW

*No Observation
Latitude per Account.
[dead reckoning]*

Run 161, 180 [173]

To 49°49'N 8°49'W

Tuesday 15th

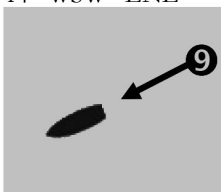
[#05]

H C W
14 WSW ENE

*Strong Gales and
Squally, with Snow &
hail. Ship a deal of
Water. At 10 AM
Close Reefed Fore &
Main Top Sails at Noon
banded Fore Top Sail I
allow $\frac{1}{2}$ point for Swell
from the Northward
Latitude per Account*

Run 177, 177 [186]

To 47°41'N 11°58'W

Wednesday 16th

[#05]

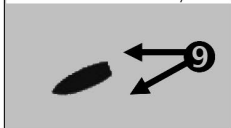
H C W
14 WSW ENE/E

*Strong Gales & Squally
as per day past, with hail
& Rain At 6 PM out
2nd Reef Main Top Sail I
allow a Southern Current
& North Swell*

08 SWbW

Run 170, 170 [162]

To 45°09'N 13°52'W Latitude per Account

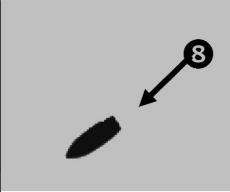


Thursday 17th

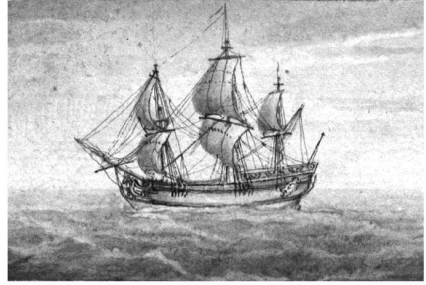
[#06]

H C W

14 SWbW NE

**Run** 92, 115 [117]**To** 43°18'N 14°41'W

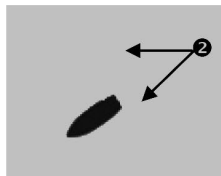
*The first part fresh Gales
& Squally, with rain, the
Middle & latter parts light
Airs & Cloudy. At 4
PM set Mizzen Top Sail
out 3rd Reef Fore Top Sail
At 8 AM out all Reefs
Top Sails All hands
Employed getting Cables
up to dry &c Current 1
Knott South*

**Friday 18th**

[#06]

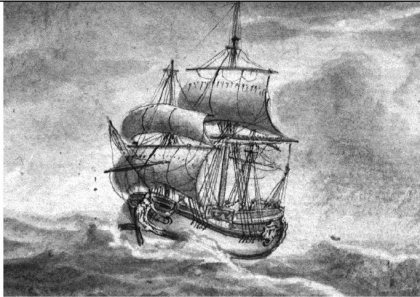
H C W

14 SWbW E/NE



08 SW NE

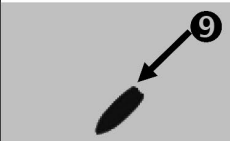
*The First part Light Breezes
Variable, the Middle
Variable & Cloudy the
Latter parts a Steady Gale
with frequent Showers*

Run 114, 120 [122]**To** 41°28'N 15°51'W**Saturday 19th**

[#06]

H C W

14 SW NE



10 SWbS

12 SSW

Run 184, 184 [184]**To** 38°29'N 16°48'W

*The most of these 24
hours have Strong Gales,
with heavy Squalls. At
Noon in all R^TS [Reefs
Top Sails] A large Swell
from the NW 8 AM
banded Mizzen Top Sail
I allow for bearing Away
in the Squalls*

**Sunday 20th**

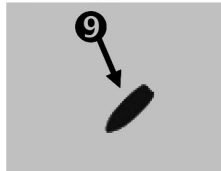
[#07]

H C W

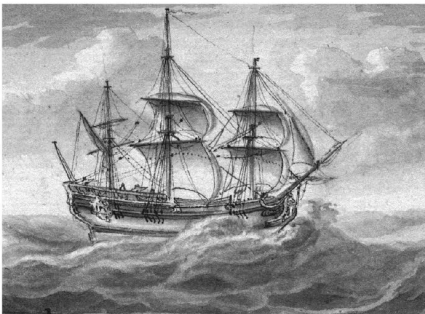
14 SWbS NWbN

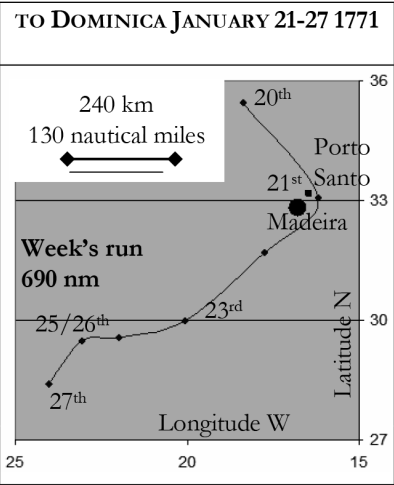
22 SW NNW

02 SW



*Strong Gales and Squally
with a Large Sea going,
Shipp'd a deal of Water,
at 6 PM Pass'd a Ship
Standing to the Westward.*

Run 200, 200 [198]**To** 35°26'N 18°22'W



Monday 21st [#07]

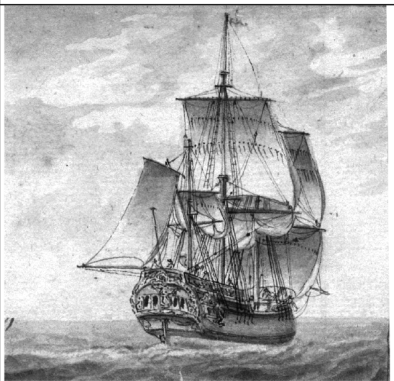
At 6 AM Saw the Island of Puerto Sancto bearing WSW distance 10 leagues. Fresh breezes at NNE with fair Weather, out all Reefs Top Sails set Jib & Main topsail Staysail

[Pocock uses the terms 'topsail staysail and 'topmast staysail interchangeably]

Thus Appear the Rocks Stretching off The Northernmost end,

[He conveniently omits the day's run, some 175 nm South East.]

When Porto Sancto bears West North West distance 4 leagues it appears as above



Tuesday 22nd [#07]

	H	C	W
<i>Light Breezes with Fair Weather all these 24 hours.</i>	10	WSW	ENE

8 AM Madiera bore NNE½E 20 leagues

[Pocock reckons the run only from the time he loses sight of the shore]

Run 16, 67 [129]
To 31°42'N 17°4'W

Wednesday 23rd [#08]

H	C	W
14	WSW	Variable
20		SSE

Run 159, 159 [156]
To 30°00'N 20°04'W

The first Part of these 24 hours Light Breezes, the Middle & latter parts fresh Gales Pleasant Weather. At 4 PM up Top Gallant Yards, Set Top Gallant Sails, at 8 AM handed Top Gallant Sails

Thursday 24th

[#08]

H C W
14 WSW SSE

The first part Fresh Breezes & Cloudy, the Middle & latter Parts Very hard Squalls & Variable, with Thunder, Lightning and Excessive hard Showers of hail & Rain.

4 [pm] Stow'd Jib

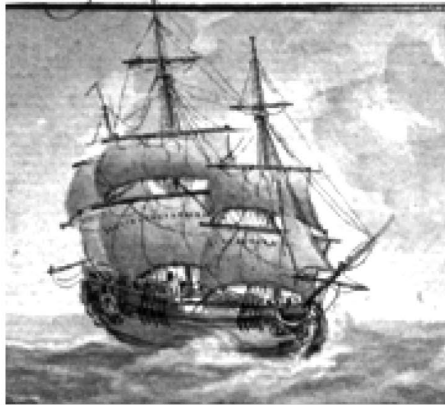
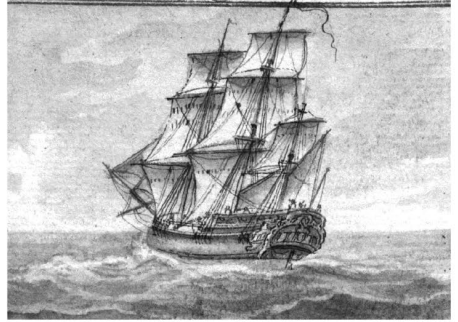
04 WbN SWbS

06 W¹/₂N

10 Calm

Run 103, 103 [103]

To 29°34'N 21°59'W



[#08]

Friday 25th

The first part of these 24 hours, light Breezes, with fair Weather. The Middle & latter parts Squally & variable with Thunder Lightning & Rain.

Run 56, 56 [56]

To 29°29'N 23°03'W

H	C	W
14		Calm
16	NW	WSW
18	WNW	SW
20		Variable
22	WbS	
00	W	
02	WNW	
04	WbN	
06	WbS	
10	WNW	SW
12		Calm

Saturday 26th

[#09]

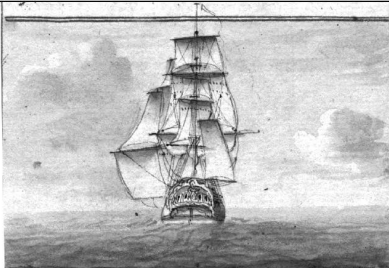
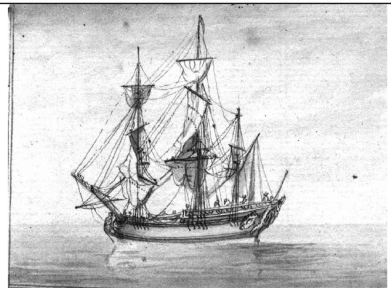
H C W
14 SSE SW
18 Calm

The Greatest part of these 24 hours Calm. Employ'd Repairing old Sails &c [A proper Log would have spelled out &c]

Run 8, 10 [or 20] [2]

To 29°27'N 23°03'W

02 WSW N
06 Calm



[#09]

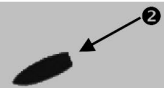
Sunday 27th

Light Breezes with pleasant Weather & Smooth Water

Run 81, 81 [82]

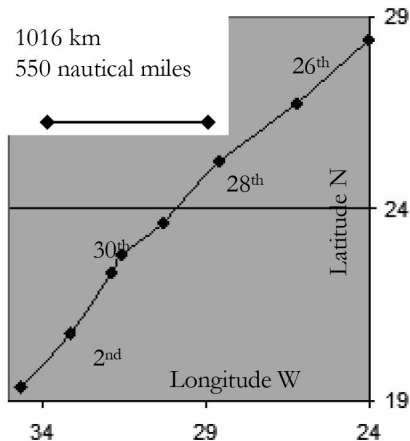
To 28°24'N 24°02'W

H	C	W
14	WSW	SE
00		East



TO DOMINICA JAN 28 – FEB 3 1771

1016 km
550 nautical miles



Week's run 802 nm

Monday 28th

[#09]

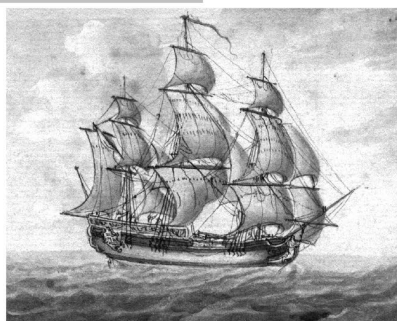
H C W
14 WSW Variable
E to SE

*The first part light Airs
the Middle and latter
fresh Breezes with some
Showers of Rain*



Run 155, 155 [154]

To 26°44' N 26°14' W



[#10]

Tuesday 29th

*Fresh Breezes with
Pleasant Weather all
these 24 hours &c as per
Log Set Main Top
Gallant Royal.*

H C W
14 WSW East



Run 157, 157 [156]

To 25°15' N 28°36' W



Wednesday 30th

[#10]

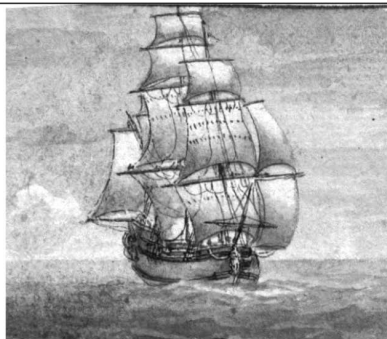
H C W
14 WSW East

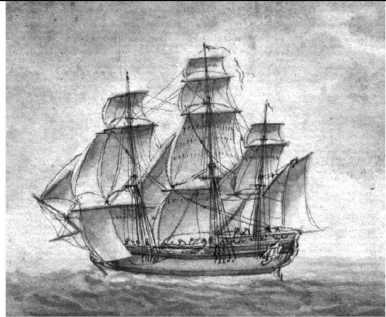
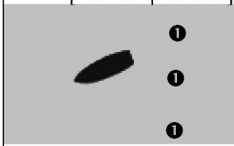
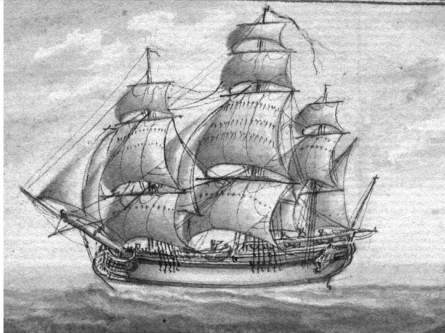
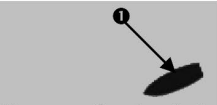
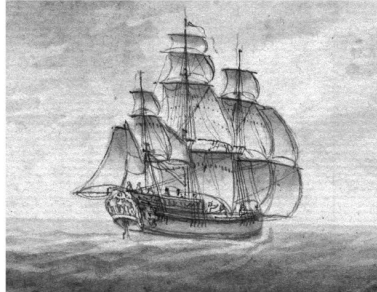
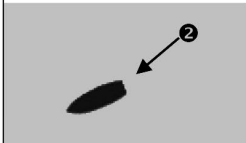
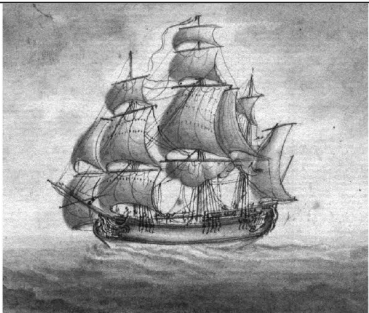
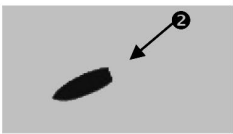
*Light Breezes &
Clear Weather, Swell
from the Northward.
Variation 10°
Westerly per Account*

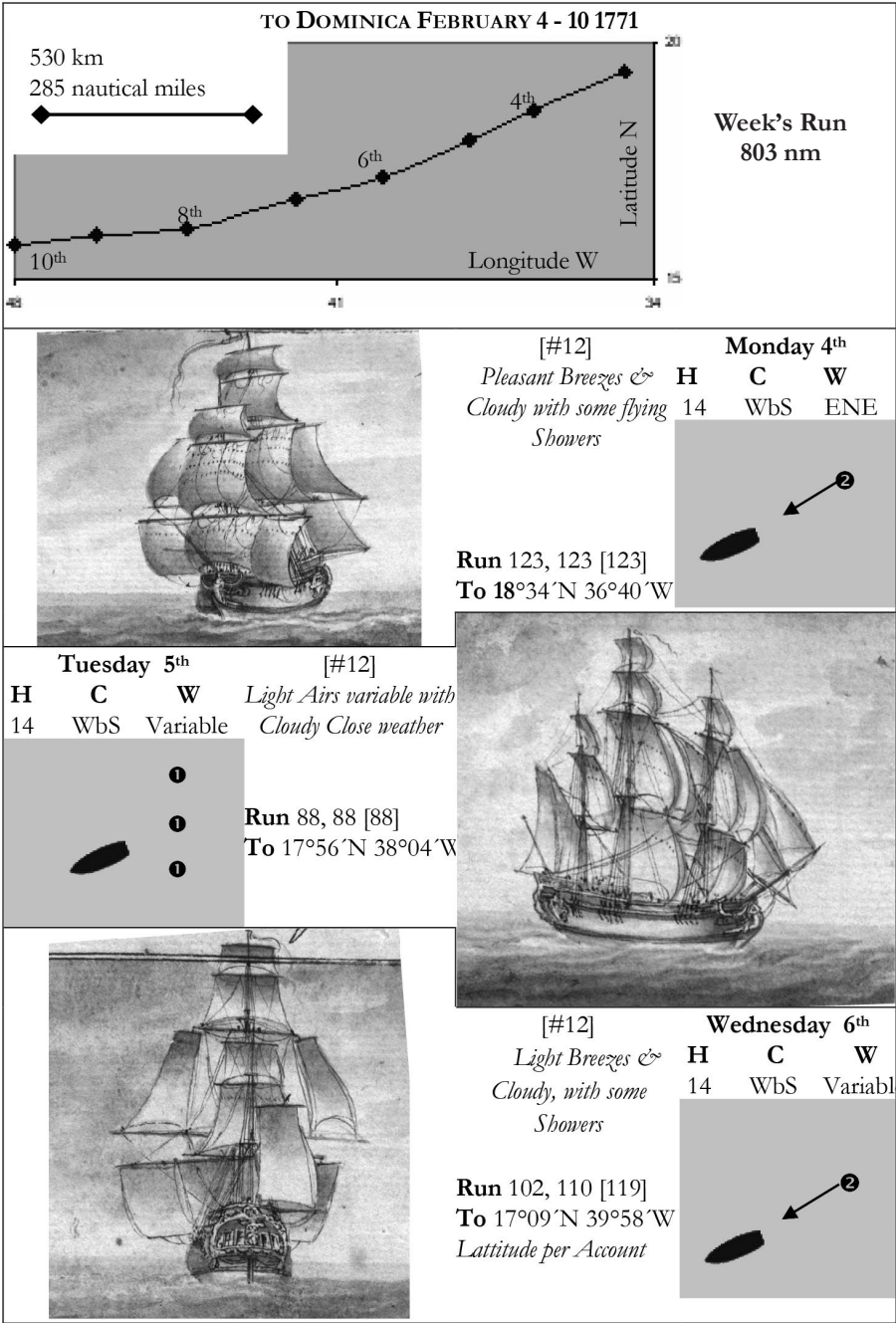


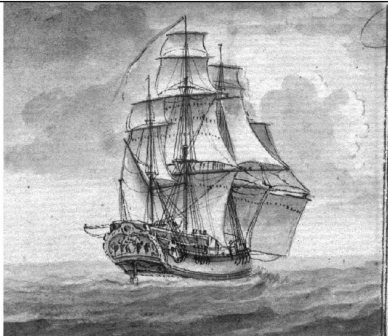
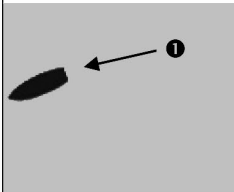
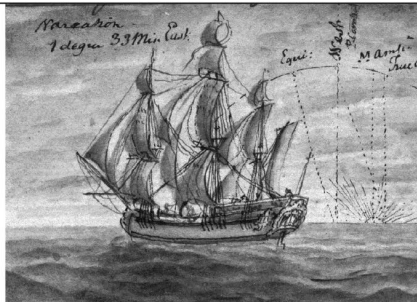
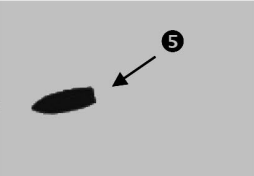
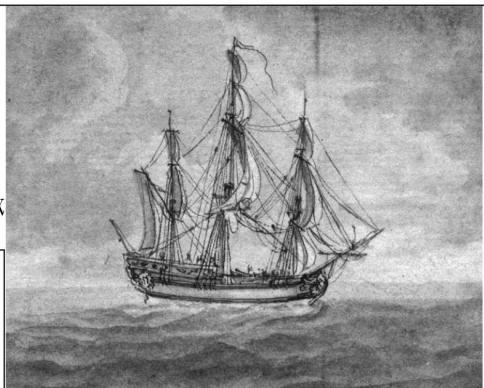

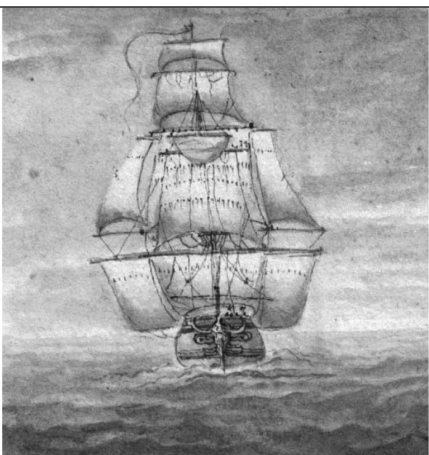

Run 135, 135 [134]

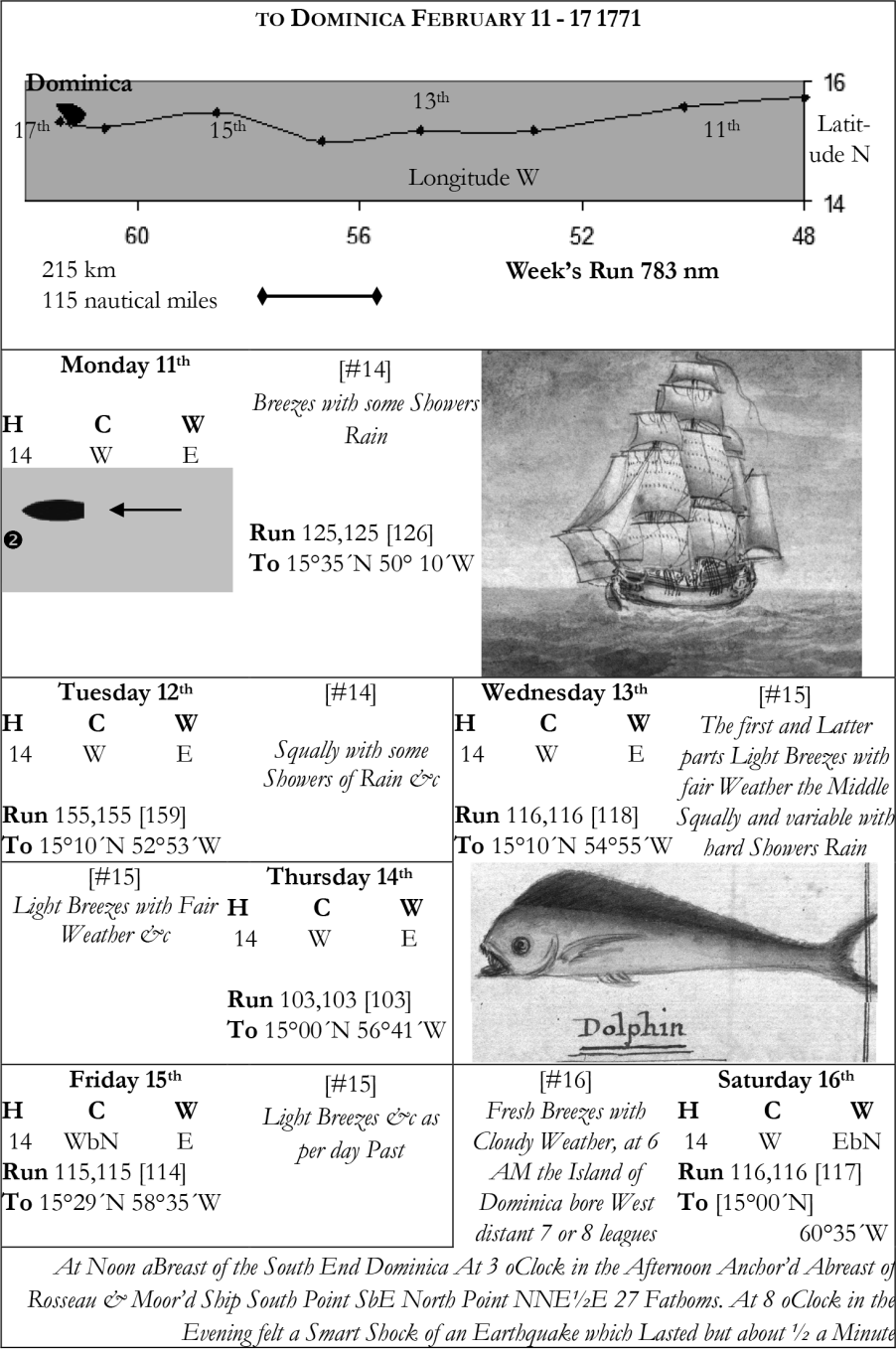
To 23°37' N 30°16' W



Thursday 31 st			[#10]				
H	C	W	The most of these 24				
14	WSW	Variable	hours Light Airs &				
[but unspecified]		Cloudy, with distant					
			Thunder in the Wester				
			bord [side]				
Run 84, 84 [84]							
To 22°50'N 31°32'W							
							
			[#11]		Friday 1 st		
			The first and Middle light		H	C	W
			Airs and Cloudy with		14		Calm
			Continual Thunder &		20	WSW	NW
			Lightning, the Latter part				
			pleasant Breezes with Fair				
			Weather Swell from the		[Average for the day]		
			Northward				
Run 37, 35 [35]			06		SW	NNW	
To 22°20'N 31°51'W			08		SWbW	WNW	
			10		WSW	N	
Saturday 2 nd							
			[#11]				
H	C	W	Light Breezes with				
14	WSW	N	Pleasant Weather, a large				
20		NNE	Swell from the Northward				
04		NE	all these 24 hours.				
			Run 117, 117 [118]				
			To 20°45'N 33°06'W				
							
			[#11]		Sunday 3 rd		
			Pleasant Breezes, and		H	C	W
			Cloudy with a large Swell		14	WSW	NE
			from the Northward, for				
			which I allow				
Run 120, 121 [121]			To 19°22'N 34°40'W				



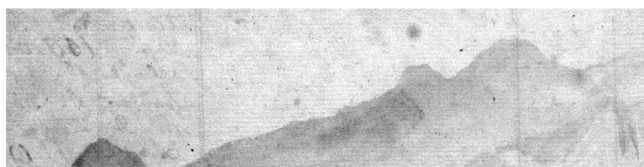
Thursday 7 th			[#13]			
H	C	W	Light Airs &c, as per day			
14	WbS	EbN	Past			
			Run 109, 109 [110] To 16.43° N 41°50' W			
			[#13]			
			Friday 8 th			
			H	C		W
			14	W½S		NEbE
			Fresh Breezes with Frequent Showers of Rain A Large Swell from the Northward. [These scribbles have nothing to do with the current navigation.] Run 145, 145 [144] To 16°04' N 44°14' W			
Saturday 9 th			[#13]			
H	C	W	Light Breezes with pleasant Weather all these 24 hours			
14	W	E				
			Run 114, 114 [114] To 15°57' N 46°12' W			
			[#14]			
			Sunday 10 th			
			H	C		W
			14	W		E
			Light Breezes and Pleasant fair Weather Run 105, 105 [105] To 15°43' N 48°00' W			





*Thus Shews the East end of
Martinique bearing SEbS*

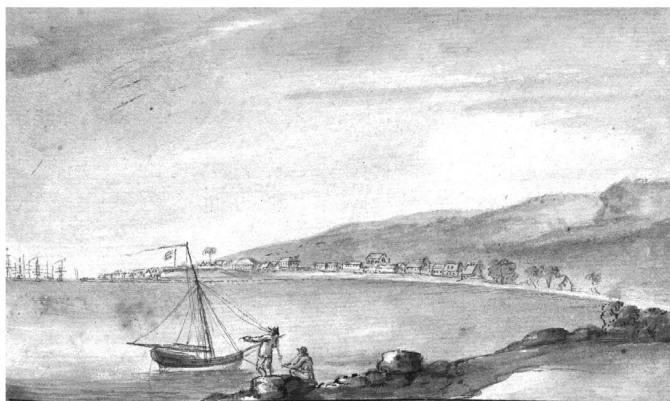
[These sketches are now
of very poor quality.]



*Martinique SSW 6
leagues West End*

Views in the Island of Dominica [#17]

*A View of
Prince Ruperts
Bay from
Mount Alleyn*

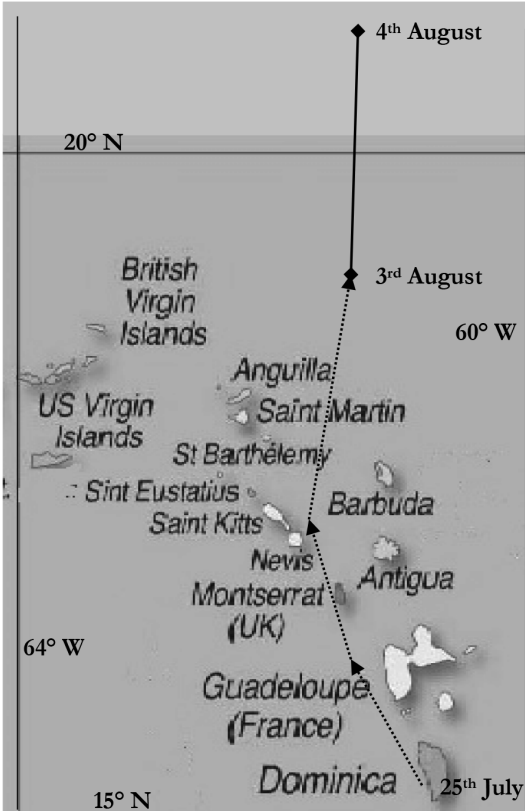


*A View of the
Town of Roseau,
from Loubierre*

Voyage 2

From Dominica towards London in the Ship Lloyd
1771

FROM DOMINICA 25TH JULY -4TH AUGUST 1771



The dotted line is a simplified view of the *Lloyd's* outset from Dominica and Northward through the Lesser Antilles from 25th July to 3rd August, which Pocock was navigating by landmarks.

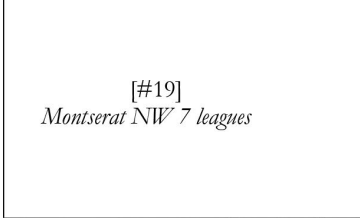
The total **Run** is about 490 nm

Thursday 25 th	[#18]	<i>At 10 oClock at Night Unmoor'd and at 11 weighd & made Sail</i>
Friday 26 th	[#18]	<i>All these 24 hours lay off Roseau light Airs & Calms with a Strong Current setting to the SE</i>
Saturday 27 th	[#18]	<i>Wind and Weather much the Same as per day Past</i>
Sunday 28 th	[#18]	<i>At 5 oClock this Morning Roseau bore ESE distant 8 miles Calm</i>
Monday 29 th	[#18]	<i>At 4 AM Layou bore NE distant 4 or 5 Miles Light Airs Northerly & Strong Current</i>
Tuesday 30 th	[#18]	<i>Strong Gales Northerly, at 6 the Morning. At 5 PM off Morne Hispaniol At Midnight the Saints bore ESE distant 5 leagues</i>
Wednesday 31 st	[#18]	<i>At 8 AM Grand terre bore NbE distant 5 leagues Strong Gales at E-- [obscured] At 6 in the Evening Montserat bore NNW 4 or 5 leagues, banded</i>

[?] in 3rd Reef Topsails



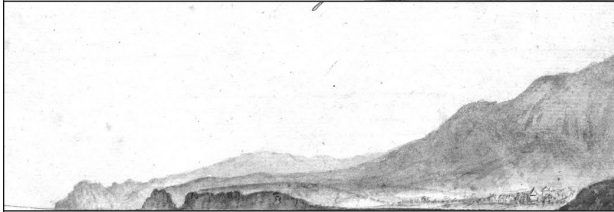
[#19]
Guadalupe
NbE distant
5 leagues



[#19]
Montserrat NW 7 leagues

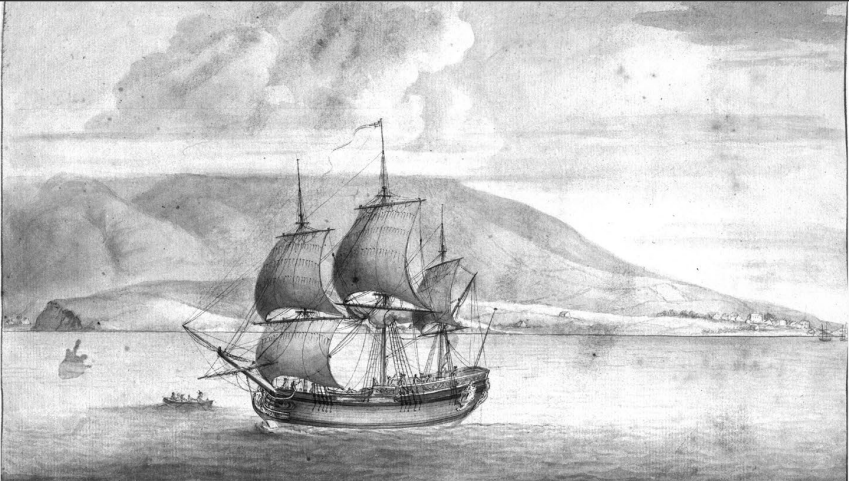


[#19]
North Part of
Montserrat
NE 3 Leagues
distant

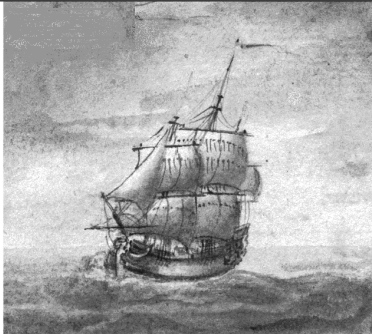
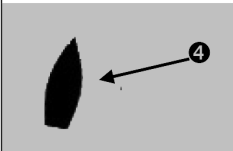
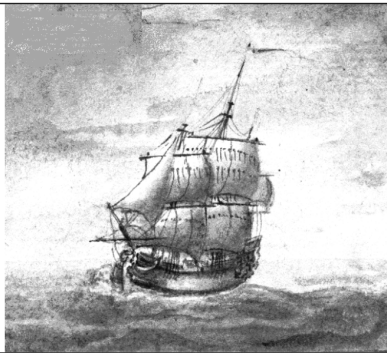
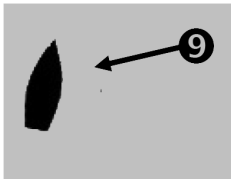


Thursday 1st [#19] *At 2 in the Morning Tack'd to the Northward but finding we Cou'd not Weather Montserrat bore away at 9 abreast of the Harbour (Basseterre) at 10 Rodondo bore NW, 4 leagues distant the Current Setting Strong to the SW obliged us to beat to Windward the remainder of this Day*

Friday 2nd [#19] *At 3 oClock in the Morning tack'd & Stood to the Northward At 8 ditto Rodondo bore SbW 4 or 5 leagues distant At Noon Nevis bore SWbS distant 9 leagues Fresh breezes At last, with A Tumbling head & Sea*

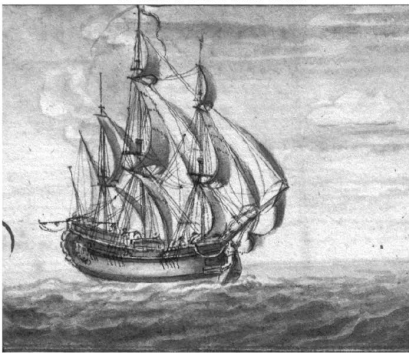
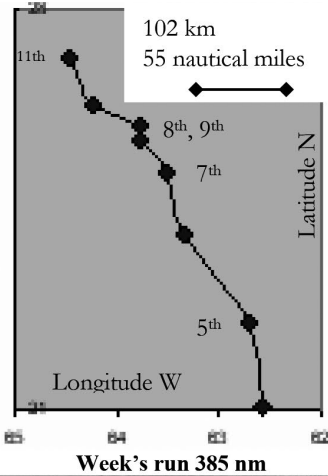


A View of Montserrat from the North West [#21]

Saturday 3 rd			[#23] <i>Moderate Breezes & Cloudy with a Great head Sea 8 BM [sic] in 2nd Reef Top Sails Stow'd Jibb & Staysails at 10 AM out Reefs Top Sails up Main Top Gallant Mast, Unbent Cables & Stow'd the Anchors</i>		
H	C	W			
14	NbE	EbN			
					
Run 88, 114 [n/a]			<i>Latitude per Account</i>		
To 18°54'N 62°34'W					
			[#23] <i>Fresh Breezes with Hazy Weather. Lightning in all Quarters. At 8 AM got up Main Top Gallant Yard Set Top Gallant Sail & Sprisail [The ship is mostly headed a little East of North, but the 'Large Sea' has taken it due North.]</i>	Sunday 4 th	
			H	C	W
			14	N	ENE
			20	NbE	EbN
					
			10	N	ENE
			Run 108, 129 [129]		
			To 21°03'N 62°34'W		

FROM DOMINICA AUGUST 5 - 11 1771

[In this week, Pocock sets a Northerly course on average but ends up over 100 nm West of his starting point.]

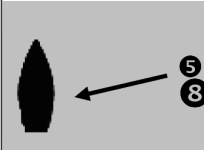


Monday 5th

[#23]

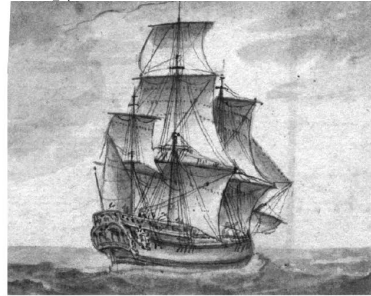
H	C	W
14	N	ENE
22	NbE	ENE

*The first and latter parts
of these 24 hours fresh
Breezes with hazy
Weather the Middle Fresh
Gales*



Run 101, 90 [89]
To 22°33'N 62°42'W

08 N



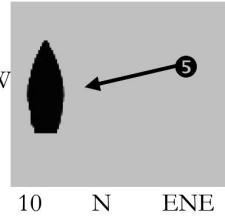
[#24]

Tuesday 6th

*Fresh Breezes & Cloudy
all these 24 hours &c*

H	C	W
14	N	ENE
04	NbE	EbN

Run 97, 93 [98]
To 24°04'N 63°21'W

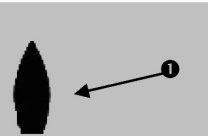


10 N ENE

Wednesday 7th

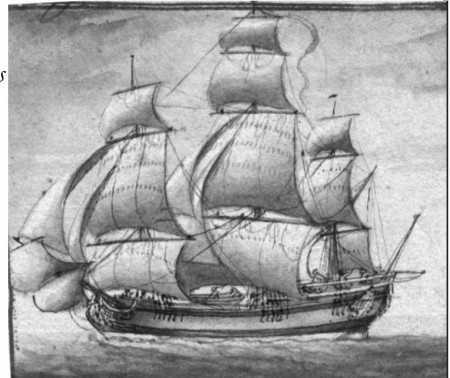
[#24]

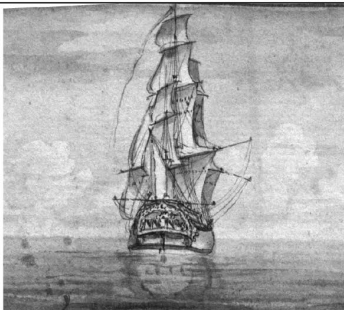
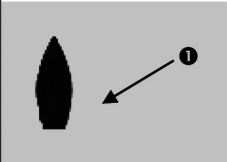
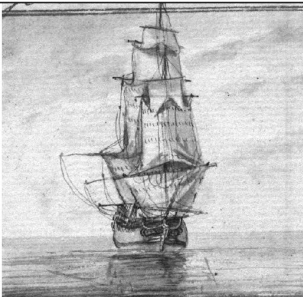

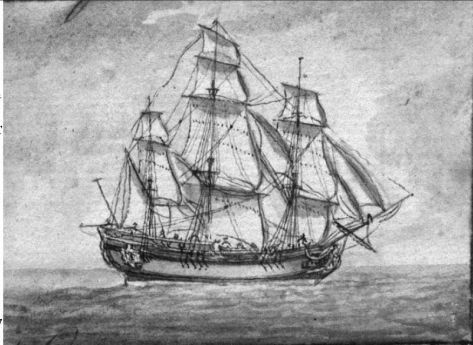
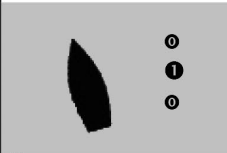
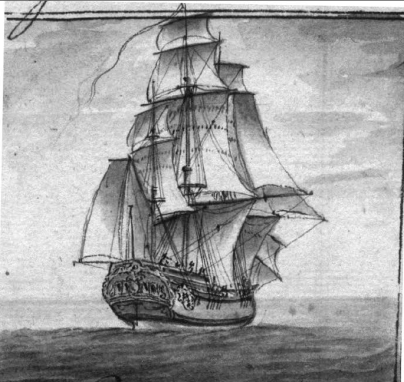

H	C	W	
14	N	ENE	<i>Light Airs, with Pleasant Weather &c as per log</i>
18	NbW	NEbE	
20	N	ENE	
00	NbW		



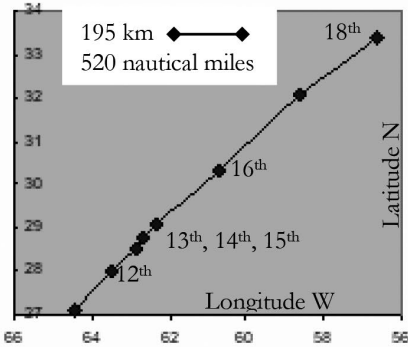
08 NbW½W
10 NbW

Run 69, 70 [66]
To 25°09'N 63°31'W



Thursday 8 th			[#24]			
H	C	W	Very light Airs with fair Weather Swell from the South East for which I allow			
14	NbW	NEbE				
						
02	NbE		Run 27, 37 [37]			
06	N	ENE	To 25°43' N 63°47' W			
						
			[#25]	Friday 9 th		
			H	C	W	
			14	Calm head to the		
			All these 24 hours Calm Northward with Swell from the Northward			
			Run -, 13 [13]			
			To 25°56' N 63°47' W			
						
Saturday 10 th			[#25]			
H	C	W	The first part Calm, the Middle & latter parts Light Airs with pleasant weather smooth water &c as per log, a Sloop in Sight Standing to the Southward			
14	Calm					
						
22	WNW	N				
02	NWbW	NbE				
06	NWbN	NEbN	Run 34, 34 [34]			
10	NNW	NE	To 26°20' N 64°14' W			
						
			[#25]	Sunday 11 th		
			Light Airs Variable with some Showers rain	H	C	W
				14	NWbN	NEbN
				18	NW	NE
				22	NbW	NEbE
			Run 55, 49 [49]			
			To 27°07' N 64°28' W			
				02	N	ENE
				06	NNE	E
				10	NbE	EbN

TO DOMINICA AUGUST 12-18 1771



Week's run 544 nm

Tuesday 13th [#26]

H	C	W	<i>Light Airs &c as per day</i>
14	NEbE	SE	<i>Past</i>



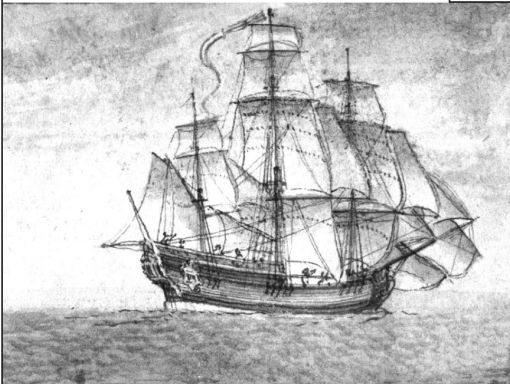
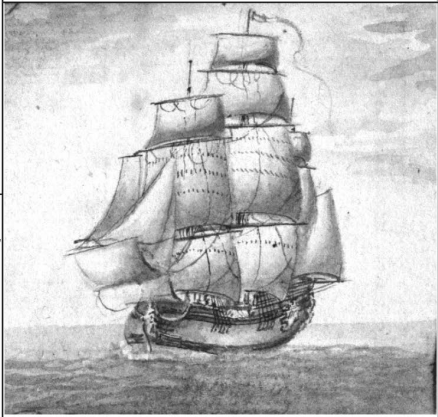
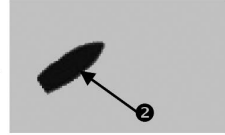
Run 44, 44 [46]
To 28°33' N 62°51' W

[#26]

Monday 12th

<i>Light breezes with Fair</i>	H	C	W
<i>Weather &c per log</i>	14	NE	SEbE
	16	NEbE	

Run 81, 75 [75]
To 28°00' N 3°28' W



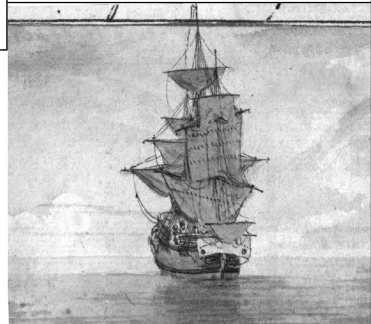
Wednesday 14th [#26]

H	C	W	<i>Calm for the most part</i>
14	Calm		<i>Fair Weather A Swell</i>
			<i>from the Southward</i>



Run 8, 16 [16]
To 28°46' N 62°41' W

06 NEbE S



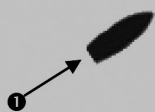
Thursday 15th

[#27]

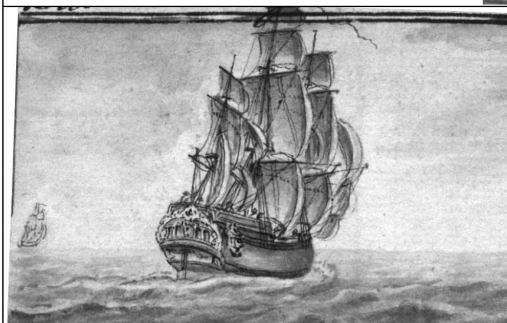
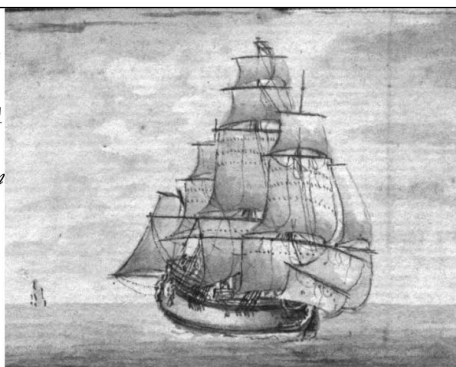
H C W The first and Middle parts
 14 Calm Calm, the latter a Light
 head to the Eastward Air from the Westward, A
 02 NEbE SWbW Ship in Sight Standing to
 the Eastward A Swell from
 the Southward

Run 21, 28 [28]

To 29°06'N 62°18'W



10 NE W



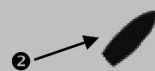
[#27]

Friday 16th

Light Breezes with H C W
 Fair Weather at 10 14 NE WSW
 AM Spoke the Ship
 Betsy Ford from
 Barbados bound to
 London Out Sixteen
 days Reckons in
 58°00' West

Run 110, 110 [110]

To 30°18'N 60°43'W

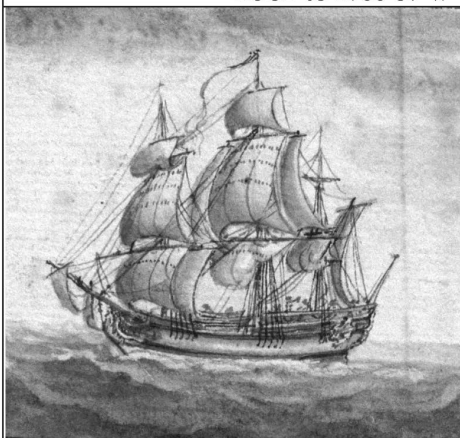
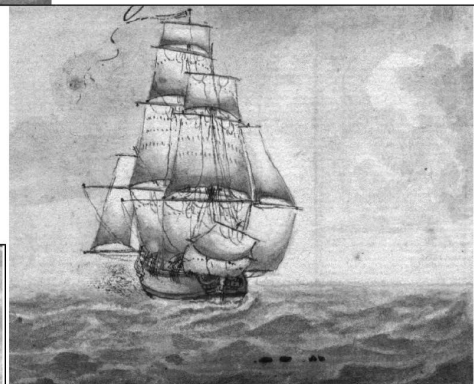
Saturday 17th

[#27]

H C W Fresh Breezes & Cloudy
 14 NE WSW with a Large Swell from
 the NW &c as per Log.
 The Betsy Ford ahead

Run 149, 148 [151]

To 32°03'N 58°37'W



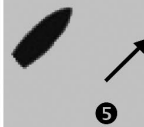
[#28]

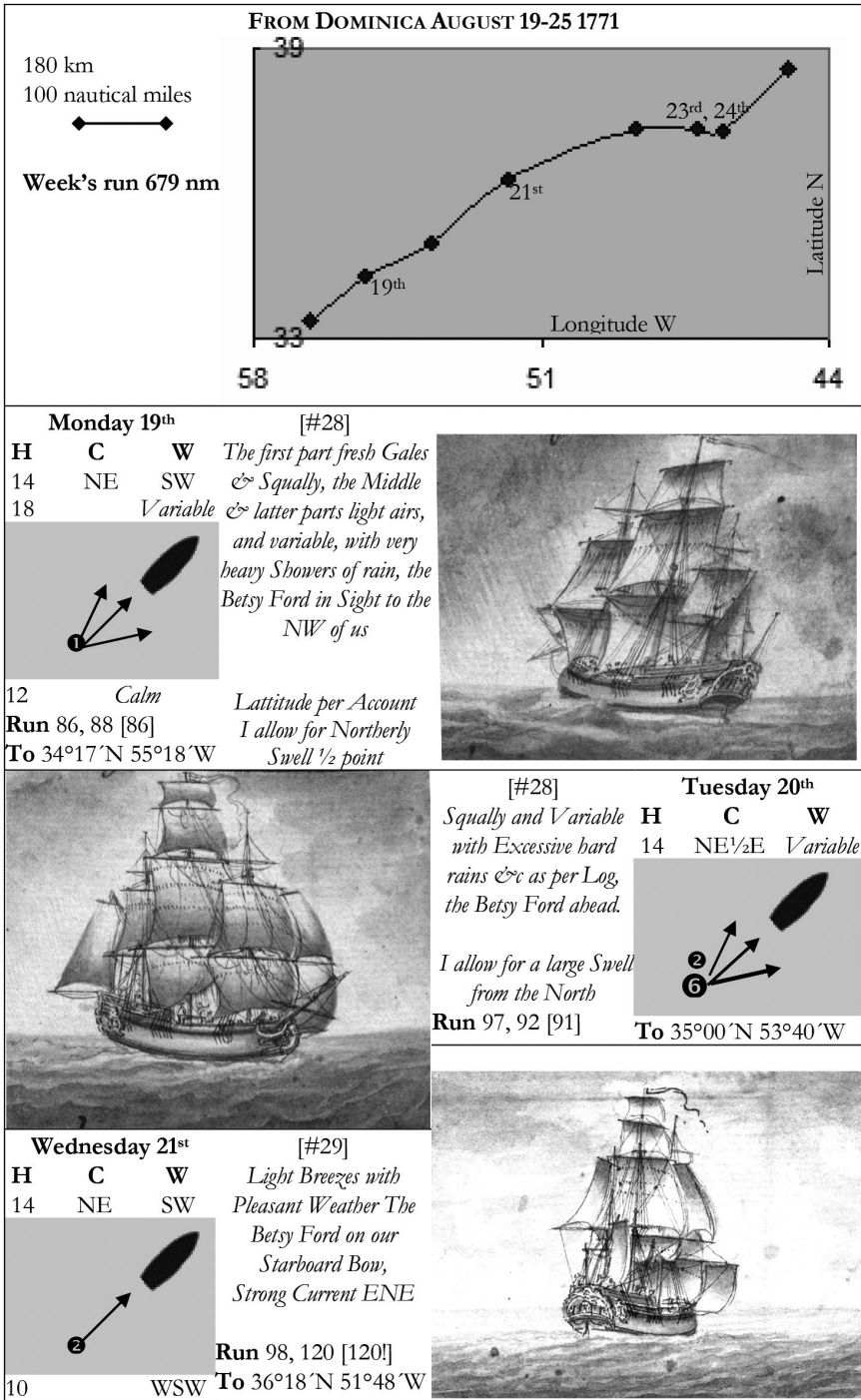
Sunday 18th

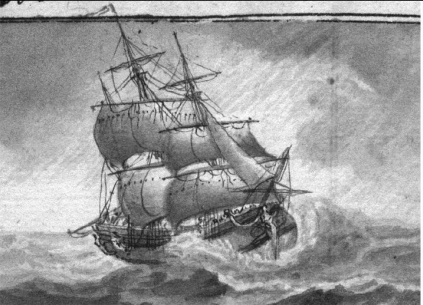
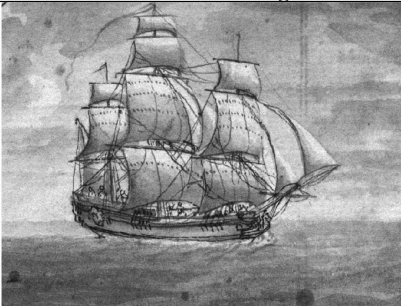
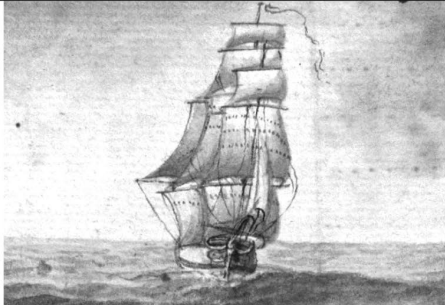

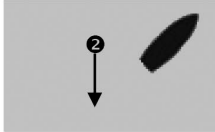
Fresh Breezes & Hazy H C W
 with a large Swell from the 14 NE WSW
 NW. No vessel in Sight 20 SW

Run 131, 130 [128]

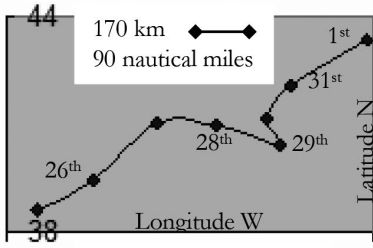
To 33°22'N 56°37'W





Thursday 22nd			[#29]	
H	C	W	<i>Fresh Gales and Hazy,</i>	
14	NE	SW	<i>at 6 in Royal, Handed fore</i>	
22		NW	<i>& Mizzen Top Gallant</i>	
02	ENE	N	<i>Sails, at 10 Handed Main</i>	
04	EbN		<i>Top Gallant Sail down</i>	
06	ENE		<i>Steering Sails & Driver, at</i>	
10	EbN		<i>12 double Reef'd Top Sails</i>	
[Too much variation			<i>Handed Mizzen Topsail, at</i>	[Pocock uses the term 'steering sails' for 'studding sails' throughout and the terms 'topmast staysail' and 'topsail staysail' interchangeably]
for a useful diagram.]			<i>4 AM Close reef'd Topsails,</i>	
Run 161, 160 [161]			<i>at 8 AM More Moderate,</i>	
To 37°19'N			<i>out 3rd & 2nd Reefs Top</i>	
	48°42'W		<i>Sails Set Jibb Main</i>	
			<i>Topmast staysail &c,</i>	
			<i>Large NW Swell</i>	
Saturday 24th			[#30]	
H	C	W	<i>The first and Middle</i>	
14	E	NNE	<i>Parts of these 24 hours</i>	
18	ESE	NE	<i>Light Airs and Calms, the</i>	
20		Calm	<i>Latter part pleasant</i>	
00	NE	S	<i>Breezes with fair Weather</i>	
			<i>&c as per Log. Large</i>	
			<i>Swell from the Northward</i>	
			Run 36, 28 [30]	
			To 37°16'N 46°39'W	
				
Sunday 25th			[#30]	
			<i>The first and latter parts</i>	
			<i>Light Breezes & Hazy the</i>	
			<i>Middle fresh Breezes &</i>	
			<i>Cloudy with some Showers</i>	
			Run 113, 114 [112]	
			To 38°36'N 44°58'W	

FROM DOMINICA JULY 26 – AUGUST 1
1771



46 Week's run 663 nm 34

Monday 26th

[#30]

H	C	W
14	NE	W

*Light Breezes Variable
with Pleasant Weather
&c as per Log*



00	NEbE	NbW
04	ENE	N
06	NEbE	NbW
10	NE	NW

Run 99, 99 [98]

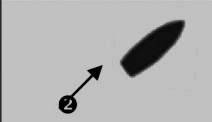
To 39°27'N 43°10'W

Tuesday 27th

[#31]

H	C	W
14	NE½E	SW

*The first part Light
Breezes with fair*



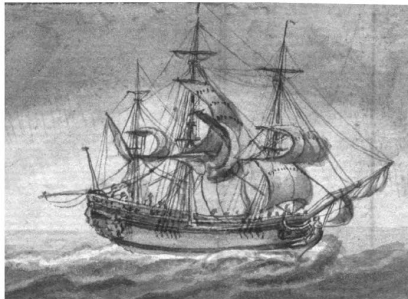
*Weather the Middle &
Latter, Fresh Breezes &
Cloudy as per Log pass'd
two Sloops and a*

Run 137, 137 [135]

To 41°01'N

41°04'W

*Schooner Standing to the
Westward, at Noon
pass'd a Sloop*



Wednesday 28th

[#31]

*The first part Strong Gales & Squally, in all Reefs
Top Sails, Handed Mizzen Top Sail, the Middle
Cloudy Set Mizzen Top Sail, the latter part Fresh
Gales with Clear Weather, out 3rd & 2nd Reefs Top
Sails, at Noon Set Jib &c as per Log this day and
Night, alas, unlike the last in Tossing Seas and
adverse Gales we past*

H	C	W
14	NEbE	NbW

16 E½N

18 EbN

20 E N½E

02 E½N NbE

04 EbN

08 E½N

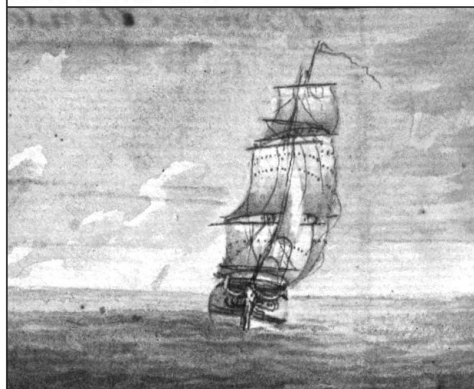
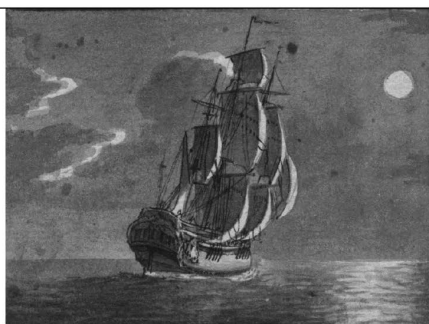
Run 88, 88 [88]

To 40°58'N 39°08'W

[Too
varied for
a useful
diagram]



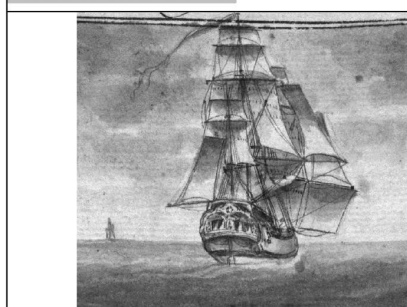
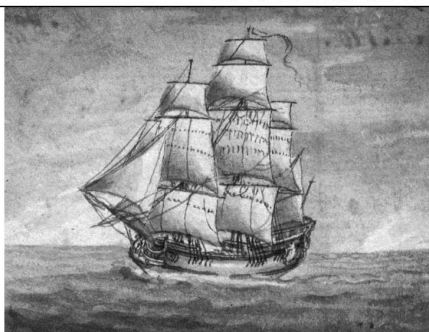
Thursday 29 th			[#31]
H	C	W	<i>Fresh Gales, with fair</i>
14	EbN	NbW	<i>Weather, at 8 PM Spoke</i>
18	E½N	NNE	<i>a Ship from Liverpoole</i>
22	EbS½S	NEbN	<i>bound to Virginia, out 30</i>
00	EbS		<i>days Says he is in 34 W</i>
06	SEbE	NEbE	<i>Longitude</i>
08	ESE	NE	
12	NNW		[Too varied for
Run 99, 99 [98]			a useful
To 40°26' N 37°06' W			diagram]



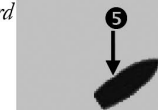
Friday 30 th			[#32]
H	C	W	<i>Fresh Breezes with Clear</i>
14	NNW	NE	<i>Weather Pass'd a Ship</i>
18	NbW	NEbE	<i>Standing to the</i>
22	NNW	NE	<i>Northward</i>
00	NbW	NEbE	<i>a Strong SE Current</i>
[And it was strong! While the vessel made 77 miles through the water, the water moved 30 mile NW.]			
10	N	ENE	
Run 77, 47 [42]			
To 41°08' N 37°32' W			



Saturday 31 st			[#32]
H	C	W	<i>Light Breezes with pleasant</i>
14	N	ENE	<i>Weather, Pass'd A Ship</i>
16	NbE	EbN	<i>Standing to the Northward</i>
22	NNE	E	
02	NEbN	EbS	<i>Current ESE</i>
04	NE	ESE	
Run 70, 65 [66]			
To 42°03' N 36°44' W			



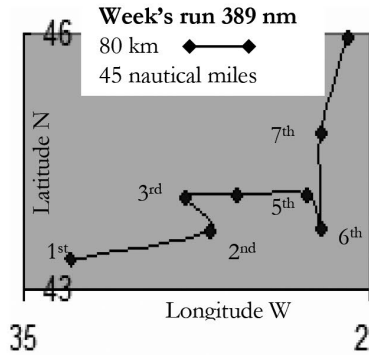
Sunday 1 st			[#32]
H	C	W	<i>Fresh Breezes, with</i>
14	NEbE	SE	<i>Pleasant Weather A Ship</i>
20		S	<i>in Sight on our lee Bow</i>
			<i>Standing to the Eastward</i>
Current Strong SE			
Run 135, 135 [136]			
To 43°21' N 34°12' W			



06 SW

FROM DOMINICA SEPTEMBER 2-8 1771

[Pocock should be benefiting from trade winds and Gulf Stream, but it is not plain sailing, as the chart shows. Most days are too variable for a useful diagram.]



Monday 2nd

H	C	W
14	ENE	WSW
22	EbN	NbE
00	E	NNE
06	E½N	
10	EbS	



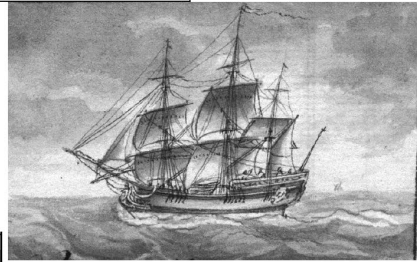
Run 107, 107 [108]
To 43°41'N 31°46'W

[#33]

Spoke the Ship Vernon Capt Kendall from Jamaica out 5 weeks, Reckons himself in Longitude 33° 30'

West

Fresh Gales with hard rain, 6 the Wind Shifted to the Northward the Middle & latter parts fresh Gales & Cloudy



[#33]

The first part fresh

Gales & Cloudy, the

Middle & Latter

parts, Light Airs with

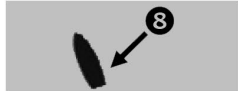
Fair Weather &c as

per log

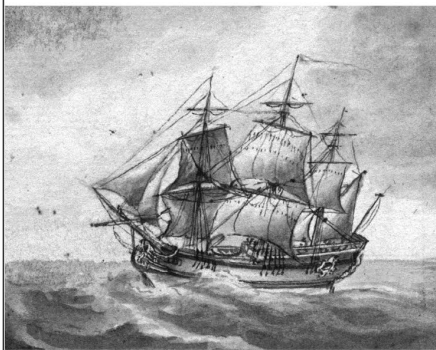
8 PM Tack'd

Tuesday 3rd

H	C	W
14	EbS	NEbN
16	ESE	NE
20	NbW	
04	NNW	NE



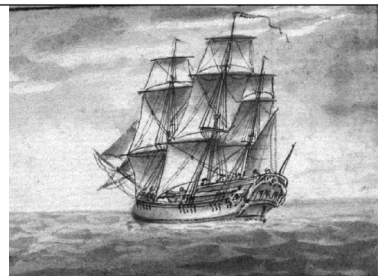
Run 64, 30 [30]
To 44°05'N 32°11'W



Wednesday 4th

[#33]

H	C	W	
14	NNW	NE	<i>Light Airs Variable with</i>
18	E	NNE	<i>Fair Weather, a Brig to</i>
22	ESE	NE	<i>Windward Standing to</i>
00	SE	ENE	<i>the Eastward</i>
02	ESE	N	Run 46, 39 [38]
06	E	NNE	To 44°07'N 31°18'W
10	EbS	NEbN	



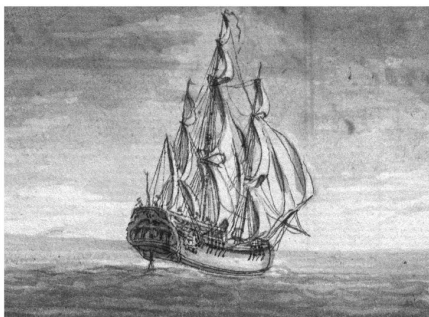
Thursday 5th

[#34]

H	C	W	
14	E	Variable	<i>The first and Middle parts</i>
18	ENE	N	<i>light Airs, the latter light</i>
20	EbS	Variable	<i>Breezes Northerly Cloudy</i>
00	EbN		<i>Weather, the Brig a little</i>
02	E	NNE	<i>on our Weather Quarter</i>

Run 52, 52 [52]

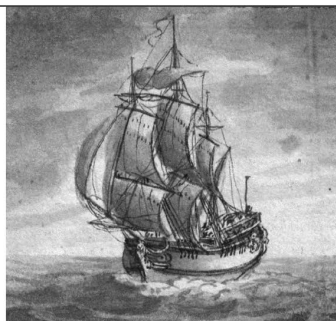
To 44°07'N 30°06'W



[#34]

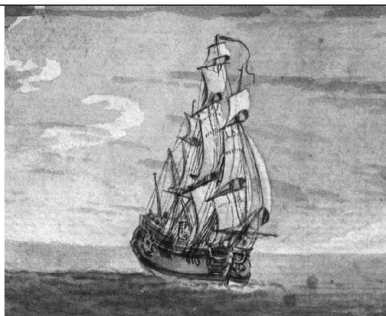
Friday 6th

	H	C	W
<i>The first part of these 24 hours</i>	Fresh Gales &	14	ESE NE
<i>Cloudy the Middle &</i>	16	SEbE	Tacked
<i>latter Parts Squally &</i>	18	NbW	NEbE
<i>variable as per Log</i>	20	NNW	NE
	22	NWb[?]	
Run 59, 23 [25]	00	NNW	
To 43°47'N	08		Tacked
	29°52'W	10	EbS
	12	ESE	NE

Saturday 7th

[#34]

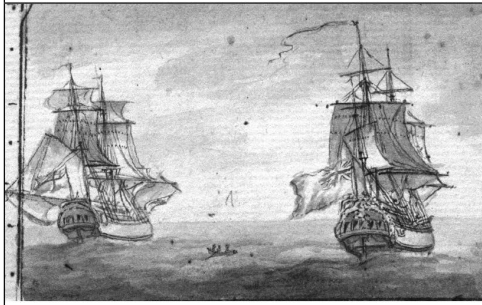
H	C	W	
14	N	ENE	<i>The first and Middle parts</i>
16	NbW	NEbE	<i>of these 24 hours Squally</i>
18	NbE	EbN	<i>and variable, the latter</i>
00	NNE	E	<i>Light Breezes &</i>
02	NbE	EbN	<i>Pleasant</i>
06	N	ENE	Run 56, 62 [65]
08	NEbE½E	E	To 44°49'N 29°52'W



[#35]

Sunday 8th

	H	C	W
<i>Light Breezes variable</i>			
<i>& Cloudy Weather, at</i>	14	NbE	EbN
<i>4 PM Spoken the</i>	16	NW	
<i>Brigantine Thames John</i>	18	NbE	
<i>Derby Master from</i>	20	N	ENE
<i>London for Boston out</i>	02	NE	ESE
<i>15 days Reckons himself</i>	06	NEbE	NbE
<i>in Longitude 33° 24'</i>	12	NEbN	
<i>West from London &</i>			Run 73, 73 [73]
<i>as per log</i>			To 45°57'N 29°23'W

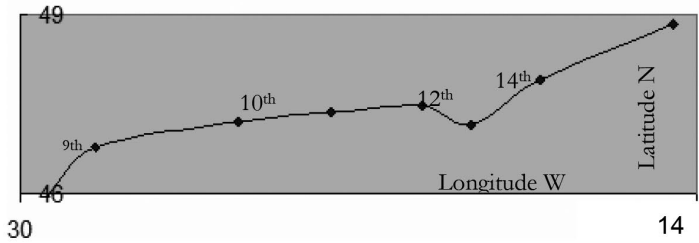


FROM DOMINICA SEPTEMBER 9-15 1771

155 km

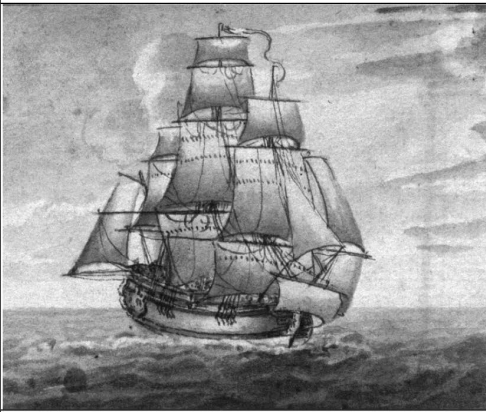
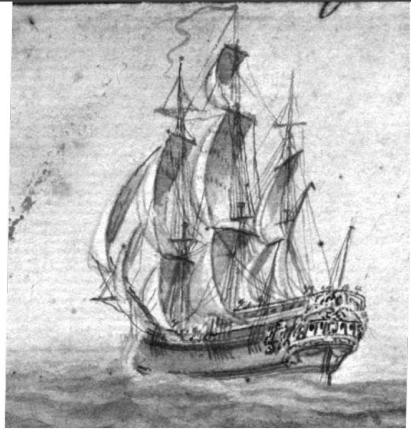
84 nautical miles

Week's run
655 nm



Monday 9th [#35]

H	C	W	
14	NEbN	EbS	<i>The first and Middle parts fresh Breezes with</i>
16	NNE	E	<i>drizzling Rain, the latter</i>
20	NEbE	SEbE	<i>Light Airs & foggy, with</i>
22	ENE	SE	<i>a Tumbling Sea</i>
02	NEbE	SbE	
06	ENE	SE	Run 74, 70 [69]
08	NEbE	SEbE	To 46°46'N 28°12'W



[#35]

Tuesday 10th

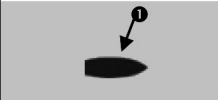
The first and Middle Parts Fresh Gales, with thick Drizzling Rain, the latter light Breezes and Cloudy
Run 137, 137 [140]
To 47°12'N 24°51'W

H	C	W
14	EbN	WNW



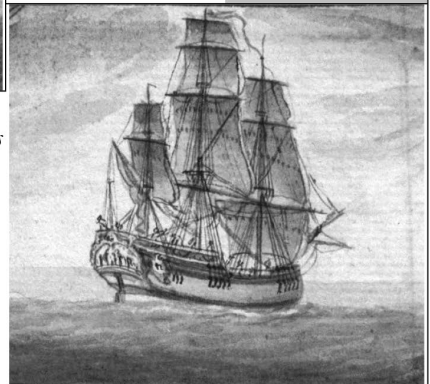
Wednesday 11th [#36]


H	C	W	
14	EbN	NW	<i>The first part of these 24 hours fresh Breezes & foggy with</i>
20		N	<i>drizzling rain, the Middle &</i>
22		NbE	<i>Latter, Light Airs Cloudy as</i>
02	E	NNE	<i>per Log</i>
			<i>8 PM Down Steering Sails</i>

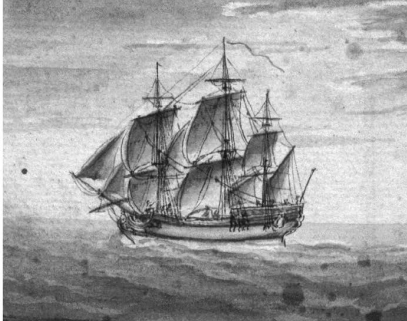


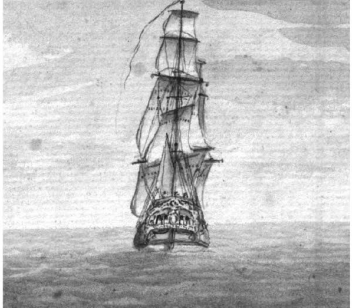
Run 92, 92 [89]
To 47°22'N 22°40'W

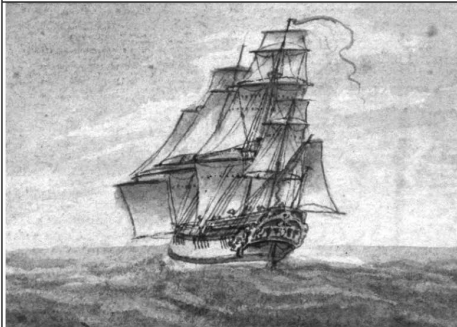
12 *Mist*



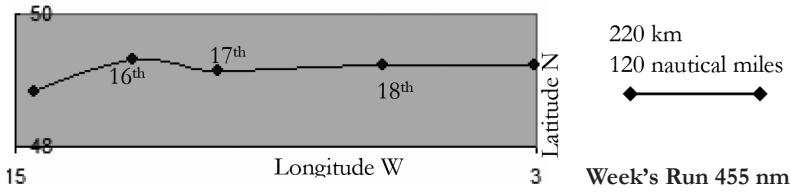
Thursday 12 th			[#36]	
H	C	W		
14	EbN	WbS	<i>The first part light Airs with fair Weather, the Middle Fresh Gales with Constant rain, Latter Strong Gales in 1st Reef</i>	
04		N	<i>Top Sails Stow'd Main</i>	
08	EbS	NE	<i>Topsail Staysail & Jibb –</i>	
10	ESE		<i>Current SSE</i>	
12	EbS			
Run 89, 89 [88]				
To 47°28'N 20°30'W				

Friday 13 th			[#36]	
H	C	W		
14	EbS	NEbN	<i>The first and Middle parts Fresh Gales & Cloudy the latter light Breezes, Hazy</i>	
18	ESE	NE	<i>Weather &c as per Log</i>	
20	SEbE	NEbE		
06	SSE	E		
10	NbE	EbN		
Run 66, 51 [51]				
To 47°09'N 19°21'W				

Saturday 14 th			[#37]	
H	C	W		
14	NNE	E	<i>The first part light Airs, with fair Weather the Middle & latter parts pleasant Breezes and Cloudy</i>	
20	NEbE	SEbE	<i>All Sail Set</i>	
22	ENE	SE		
00		S		
02		SW		
08		W		
12		WNW		
Run 80, 80 [80]				
To 47°54'N 17°43'W				

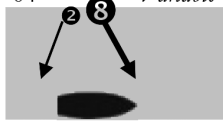
Sunday 15 th			[#37]	
H	C	W		
14	ENE	WNW	<i>The first part light Airs & Cloudy, the Middle & Latter Parts fresh Gales with a Large Swell from the Northward, at 8 AM all Sail Set</i>	
22		NW		
02		W		
04		NW		
Run 142, 142 [138]				
To 48°50'N 14°33'W				

FROM DOMINICA SEPTEMBER 16-OCTOBER 6 1771



Monday 16 [#37]

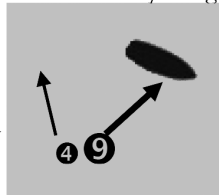
H	C	W	
14	E	NW	The first and Middle parts fresh
16		NNW	Gales, attended with heavy
18		N	Squalls, the latter Light Airs &
20	EbN	NbE	Cloudy, at 6 PM hall'd to the
22	E	NNE	Northward being too far to the
04		Variable	Southward & the wind Inclining
			to the North East
			6 PM in 1 st Reef Top Sails



Run 104, 104 [93]
To 49°20' N 12°18' W

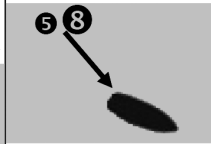
Tuesday 17 [#38]

H	C	W	
14	EbS	NEbN	The first and Middle
20			parts light Airs &
02	ESE	S	Calm Calms, the latter part
04	EbS	SbE	fresh Gales Fair
06	ESE		Weather &c as per Log
08		SSW	
10		SW	
Run 73, 73 [78]			
To 49°10' N 10°20' W			



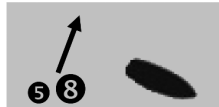
Wednesday 18 [#38]

H	C	W	
14	ESE	SW	The first and latter parts
00	EbS½S	NW	Strong Gales & Squally
			with Rain, the Middle
			Moderate & fair
			4 PM down Steering Sails
			8 PM in 1 st Reef Top Sails
			2 AM out Reefs Top Sails
10	ESE	W	4 AM Set Top Gallant
Run 151, 151 [147]			
To 49°15' N 6°35' W			
			Sails Steering sails
			8 AM Down Steering
			Sails
			12 PM in 1 st Reef Top Sails



Thursday 19

H	C	W	
14	ESE	SW	
00		W	
06		SW	Run 142, 142 [137]
08		SSW	To 49°15' N 3°05' W



[#38]

Pass'd a Ship Standing to the Westward. All these 24 hours Squally with Rain & a Great Following Sea

12 AM Ground 90 fathoms.

This is the end of the fully illustrated journal for this voyage .

But there are some landscape sketches at the end. These last days are represented only by a narrative and by a Latitude. But there is no Longitude, so neither Pocock nor I can calculate positions or day's runs

FROM DOMINICA SEPTEMBER 20 – OCTOBER 6 1771

Friday 20th [#39] *The first part fresh Gales Southerly with Rain & Hail, the Middle Squally and variable from the SSW to Southward with lightning in all Quarters at Midnight 75 fathoms the latter part fresh Gales at NW, Squally, four Sail in Sight Standing to the Eastward at 6 AM Sounded 63 fathoms, Reckon Scilly to bear About NNE At Noon Observ'd in Latitude 49° 30' Kept an ENE Course, the wind Inclining to the NNE*

At 4 o'Clock in the Afternoon Close Reef'd Fore & Main Topsails handed Mizzen Topsail, very heavy Squalls of wind, with hail & Rain at 8 Sounded Fifty Seven Fathoms fine branny Sand, kept to the Eastward under an Easy Sail, it Continuing to blow very hard with a Great Following Sea.

Saturday 21st [#39] *At 4 o'Clock in the Morning Made Sail, Weather more Moderate Spoke a Ship the John Gally, Clark Master, Says the Lizard bears North About 10 leagues Distant – Several Sail in Sight – At Noon Fresh Gales at SE, Cloudy Weather, Spoke a Snow from Haver de Grace bound to Guadaloupe Says he saw the Start in the Morning & that it Bears NEbE distant Nine Leagues, Stood on to the Northward wind ESE Strong Gales with Constant rain, at 5 Wore Ship the weather being too thick to Make the Land, Handed Topsails, down Top Gallant Yards, very Strong Gales SE At 8 Sounded 43 Fathoms Gravel & Schollop Shells. Set Topsails.*

Sunday 22nd [#39] *At 3 o'Clock this Morning Tack'd Stood to the Northward fresh Gales at ESE at 9 ditto the Ram head bore North distant 9 leagues - At 4 in the Afternoon Abreast of the Ram head, the Wind being Strong at East & likely to Blow hard, Ran into Ham Oaze & Moor'd Ship Continued in Hamoaze 'till Thursday 3rd October Wind Strong Easterly the whole time*

A gap of 10 days presumably at anchor here

Thursday 3rd [#40] *At 5 o'Clock in the Morning unmoor'd – at 11 ditto got under Sail light Airs variable with Fair Weather, at 4 in the Afternoon Abreast of the Mewstone, Light Breezes at NNE, about 20 Sail in Company, at Midnight the Start bore NNW distant 4 or 5 leagues*

Friday 4th [#40] *Cloudy At 1 AM handed Top Gallant Sails in 1st Reef Topsails, at 2 in all Reefs Top Sails handed Fore and Mizzen Topsails, Very Strong Gales at NE with a Great head Sea, Rain at 10 AM wore Ship, Stood to the Northward, Set Fore & Mizzen Top Sails. More Moderate, at 4 o'Clock in the Afternoon Tack'd, the Start point bearing WNW & Berry head NW $\frac{1}{2}$ W distant 9 Leagues, at 10 at Night, Portland Lights bore NE distant 5 leagues, at Midnight, North distant 4 or 5 Leagues out 2nd Reef Top Sails*

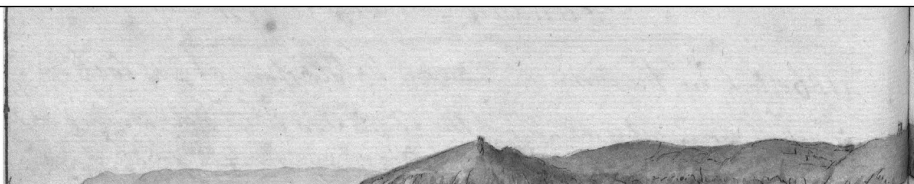
Saturday 5th [#40] *At 4 o'Clock in the Morning out all Reefs Top Sails, got up Top Gallant Yards, Set Top Gallant Sails, at 5 Dunnose Bore ENE distant 5 leagues. Light Breezes at North, Clear Weather At 8 ditto Abreast of Dunnose, at Noon Dunnose Bore NWbW $\frac{1}{2}$ W distant 7 or 8 Leagues. Fresh Breezes at WNW fair Weather all Sails Set At 6 o'Clock in the Evening Beachy head bore NEbN distant 5 leagues At 8 Beachy head bore North, handed Top Gallant Sails, down Steering Sails & Driver in 1st Reef Topsails Squally & variable, at 9 Abreast of Fairleigh. Set Main Top Gallant Sail at 12 Dungeness light bore NNE 4 or 5 Miles Distant*

Sunday 6th [#41] *At 6 o'Clock in the Morning abreast of Folkestone at 7 ditto took in a Pilot, off Dover, at 9 aBreast of the South Foreland Light Breezes at SbSW Fair Weather, At 3 o'Clock in the Afternoon Anchor'd in Margate Road, the North Foreland lighthouse Bearing SbE and Margate Pier SWbW, Fresh Gales at WSW and Squally Weather At 5 in the Evening Weigh'd and turn'd up to West Gate Bay At 8 ditto Anchor'd Strong Gales at WSW with Rain*

FROM DOMINICA

Monday 7th [#41] *Continued at Anchor, (it blowing too hard to Work the Ship with Safety) Margate Pier SE, Birchinton Church SW¹/₂S the Mill SW & Reculvers, [obscured] Four fathoms at Low water. All the latter part of these 24 hours it has blown a Storm, With Dark Cloudy Weather Got down the Top Gallant Masts*

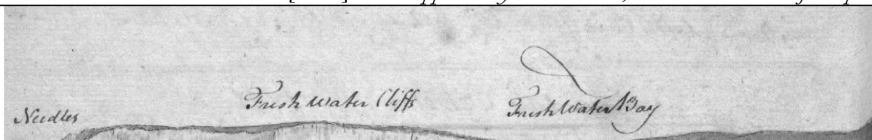
Tuesday 8th [#41] *At 8 oClock in the Morning Weigh'd, with the Wind at SWbW & Blowing Excessive hard at 1 o'Clock PM, Anchord, the Nore Bearing West Distant 2 Miles the Betsy Ford and Several others in Company East End of Sheppy SbW Cou'd not Work the Evening tide, it Continuing to Blow a Storm*



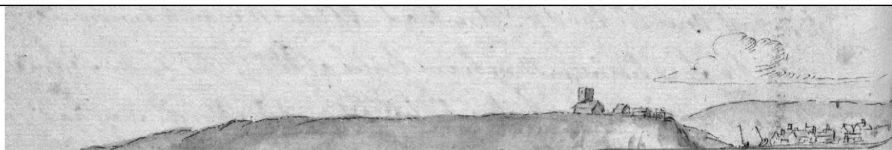
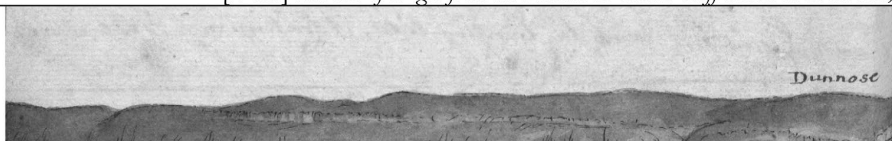
[#43b] *When the Rame-head bears NWbW and Caution Bay NW, distant 3 leagues*





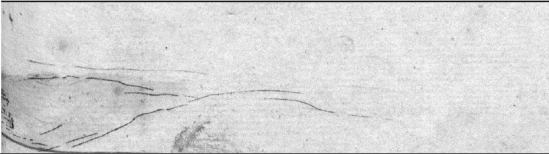


[#43b] *Thus Appears Plymouth Sound, when the Citadel is just open*



[#43b] *The Isle of Wight from the Needles to Culver Cliff Shews as above this,*



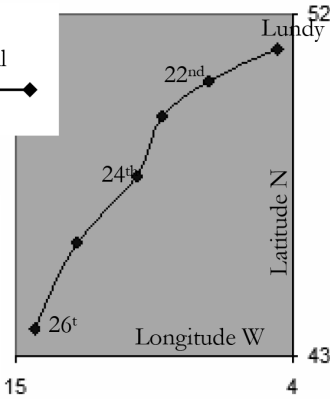
OCTOBER 7 - 11 1771	
Wednesday 9th [#41] <i>At 7 oClock in the Morning Weigh'd & Work'd into Sea Reach at ½ past One in the Afternoon Anchor'd, About ½ way between Leigh and the Sar Houses, Very hard Gales at WbS. Got down Main Top Gallant Mast remain'd in the Sea Reach 'till Thursday Morning very hard Gales at WSW with rain</i>	
Thursday 10th [#41] <i>At 8 oClock in the Morning Weigh'd. Strong Gales at WNW at 3 Anchord a little Below Northfleet At 9 in the Evining Weigh'd & turned into halfway Reach</i>	
Friday 11th [#44] <i>At 6 oClock in the Morning Weighed Light Breeze at SW Cloudy At 3 in the Afternoon, the tide being done Moor'd in Limehouse Hole Continued in London 'till November 15th the Ship then Sail'd Loaden with Sugar And Arrived in Bristol the 25th November</i>	
	<i>th</i>
<i>the Land Appears as Above</i>	
	
<i>with the Shagstone, & Mount Edgcombe, bearing NWbN</i>	
	
<i>and the Following Draught, Bearing from North</i>	
	[#43b] <i>By the ENE</i>
	[#43b] <i>Folkstone NW 2</i>

Voyage III From Bristol Towards Dominica in the Ship Lloyd January 1772

TO DOMINICA JANUARY 20-26 1772

300 km
160 nautical
miles

Run from
Lundy
605 nm



Monday 20th
[#47]

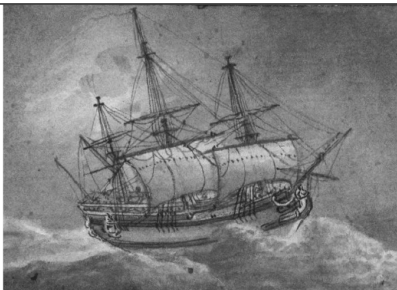
At 7 o'Clock in the
Morning left Bristol
Quay, at 9 Anchor'd
in Kingroad, Wind
ENE at 2 in the
Afternoon Weigh'd
Wind ENE with fair
Weather at 12
Midnight Abreast of
the Foreland
H C W

Tuesday 21st
[#47]

At 4 o'Clock in the
Morning (Jeremiah
Hanmore) the Pilot left
us At 10 ditto Lundy
bore SSW distant 4
Miles. Wind East
with Fair Weather
Got up Main top
Gallant Yard. Set
Main Top Gallant
Sail At Noon Lundy
bore E½S distant 5
leagues

Wednesday 22nd [#48]

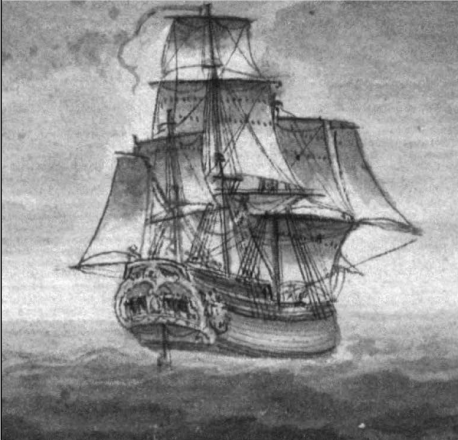
H C W Set Steering Sails and Driver, 8
14 W E PM down driver & Steering
16 SSE Sails at 10 ditto Handed Main
22 WbS S Top Gallant Sail in 1st & 2nd
00 SbW Reefs Top Sails at 2 in all Reefs
04 W½S Top Sails Handed Fore &
10 WbS Mizzen Top Sails,
12 WbS½S at 4 Handed Main Top Sail
Run 98, 124 [117?] down Main Top Gallant Yard
To 50°13'N 7°22'W Got down Fore & Mizzen Top
Latitude per Account Gallant Masts, Blows a Storm
with a Lofly Sea running
Shipp'd great Quantity of Water
At 2 PM Lundy bore E½S distance 7 or 8 leagues.



Run 90, 89 [89] To 49°19'N 9°11'W

Thursday 23rd

The first and Middle Parts, H C W
very Hard Gales with Small 14 WbS SbW
Rain, the latter More 18 SWbW SbE
Moderate, Cloudy Weather
with a Great Tumbling Sea.
6 AM Set Top Sails
8 AM out 2nd Reef
10 AM out all Reefs Top 08 WSW SE
Sails 10 WbS
Latitude per Account 12 WSW ESE




[#48]

The first and Middle Variable & Squally, inclinable to Calm the Latter part fresh Breezes with Fair Weather. At 2 PM Got up Main Top Gallant Yard, Set Top Gallant Sail & Driver. At 10 in Top Gallant sail at 8 AM Set Main Top Gallant Sail Steering Sails & Driver I allow drift to the Southward for Swell

Friday 24th

H	C	W
14	WSW	Variable
04		NNW
06	SW	NW
08	SWbW	
10	WSW	NE

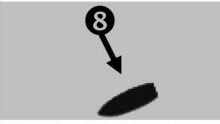
Run 87, 100 [104]
To 47°45'N 0°13'W



Saturday 25th

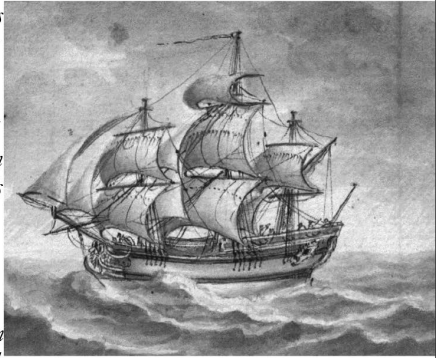
H	C	W
14	WSW	Variable
22	SW	N
02	SWbW	
04	WSW	NNE

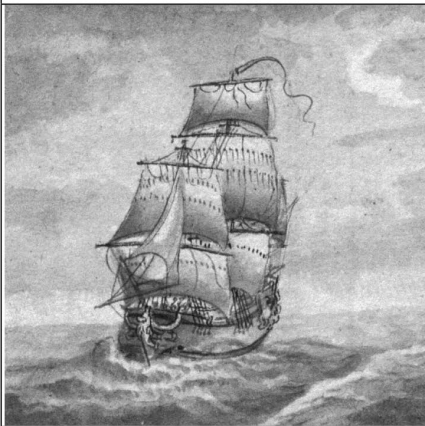
Run 137, 137 [140]
To 46°01'N 12°33'W



[#49]

The first part light Breezes & Cloudy, with a Great Swell from the Northward, the Middle & latter hard Squalls of Wind, with Hail & Rain 6 PM down Steering Sails Handed Top Gallant Sails 8 PM in 1st Reef Top Sails 2 AM Set Jib & Main Topsail Stay Sail 6 AM out 1st Reef Main Top Sail Set Top Gallant Sail.






[#49]

Very hard Squalls of Wind, with Hail & Rain all these 24 hours &c as per Log. 8 PM in 1st Reef Top Sails 10 PM out 1st Reef Top Sails 8 AM Set Main Top Gallant Sail 12 PM Handed Main Gallant Top Sail

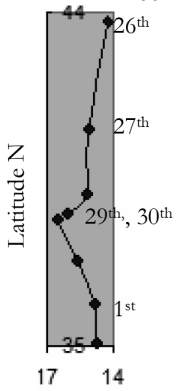
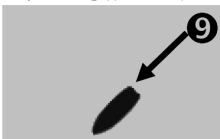

Sunday 26th

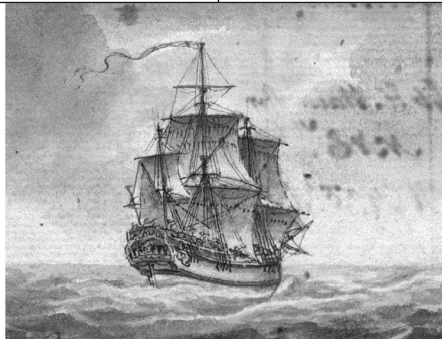
H	C	W
14	WSWbS	Variable
16	WSW	
18	SWbW	NNE
10	SW	

Run 155, 155 [155]
To 43°44'N 14°15'W

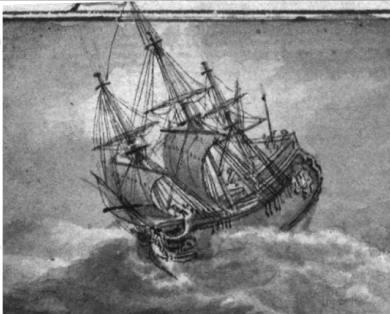


No Observation Latitude per Account

<p>TO DOMINICA JANUARY 27- FEBRUARY 2 1772</p>  <p>255 km 138 nautical miles Week's run 574 nm</p>	<p>[#49]</p> <p>2 PM Set Main Top Gallant Sail 6 PM Handed Main Top Gallant Sail 8 PM in 1st Reef Top Sails 10 PM Handed Mizzen Top Sail 12 AM Set Mizzen Top Sail 2 AM out 1st Reef Main Top Sail 6 AM Set Main Top Gallant Sail 10 AM Set Driver & Fore Top Sail Steering Sail 12 PM Down ditto Squally</p> <p><i>The first and Middle parts heavy Squalls of Wind with Hail and Rain as per day Past, the latter Moderate Gales Fair Weather, a Sail in Sight Standing to the Westward</i></p>	<p>Monday 27th</p> <table> <tr> <th>H</th><th>C</th><th>W</th></tr> <tr> <td>14</td><td>SW</td><td>NE</td></tr> </table>  <p>Run 165, 176 [176] To 40°52' N 15°05' W <i>I allow for frequently bearing away in the Squalls</i></p> 	H	C	W	14	SW	NE
H	C	W						
14	SW	NE						



[#50]	Tuesday 28 th		
<i>The first and Middle</i>	H	C	W
<i>Parts Squally &</i>	14	SW	NE
<i>Variable with Rain,</i>	18		N
<i>the Latter fresh Breezes</i>	00		NSW
<i>& Cloudy with a large</i>	02		<i>Variable</i>
<i>Swell from the</i>	04	SSW	
<i>Northward at 4 PM</i>	06	SW	WNW
<i>saw Three Sail</i>	08	SSW	W
<i>Standing Westward</i>	10	SSE	SW
<i>Dark Cloudy Weather</i>	12	SEbS	SWbS
Run 109, 108 [107]	To	39°05' N	15°14' W

<p>Wednesday 29nd</p> <table> <tr> <th>H</th><th>C</th><th>W</th></tr> <tr> <td>14</td><td>SEbE</td><td>SbW</td></tr> <tr> <td>15</td><td>ESE</td><td>S</td></tr> <tr> <td>16</td><td>WSW</td><td>S</td></tr> <tr> <td>08</td><td>SWbW</td><td>NWbW</td></tr> <tr> <td>10</td><td>WNW</td><td>SW</td></tr> <tr> <td>12</td><td>WbN</td><td>SWbS</td></tr> </table> <p>Run 74, 49 [48] To 38°35' N 16°02' W <i>Latitude per Account</i></p>	H	C	W	14	SEbE	SbW	15	ESE	S	16	WSW	S	08	SWbW	NWbW	10	WNW	SW	12	WbN	SWbS	<p>[#50]</p> <p><i>The first part Fresh Gales and Cloudy the Middle and latter very hard Gales with constant Rain And a Great head Sea, Shipp'd a deal of Water. Current SE At 6 PM in 1st Reef Top Sails down Main Top Gallant Yard at 8 in all Reefs Top Sails Handed Fore & Mizzen Top Sails at 9 Handed Main Top Sail At 2 AM down Fore & Mizzen Staysails Blows a Storm.</i></p>	
H	C	W																					
14	SEbE	SbW																					
15	ESE	S																					
16	WSW	S																					
08	SWbW	NWbW																					
10	WNW	SW																					
12	WbN	SWbS																					

Thursday 30 th			[#50]
H	C	W	<i>The First and Middle Parts</i>
14	WSW	SW	<i>of these 25 hours it has blown</i>
20	<i>up</i> NW	<i>off</i> NNW	<i>a Storm of Wind, with a lofty</i>
00	<i>up</i> NbW	<i>off</i> NbE	<i>Dangerous Sea Running</i>
04	<i>up</i> N	<i>off</i> NNE	<i>Ship'd a great Quantity of</i>
06	SW	NW	<i>Water, the Latter part</i>
Run 35, 22 [23]			<i>Moderate Saw Several Sail</i>
To 38°26' N 16°20'			<i>Standing to the Northward[?]</i>

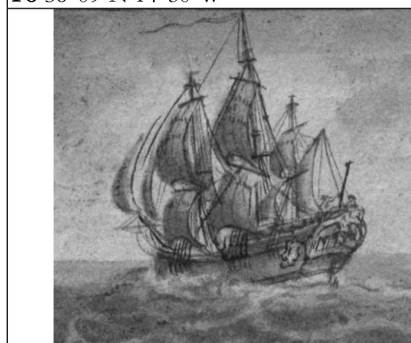
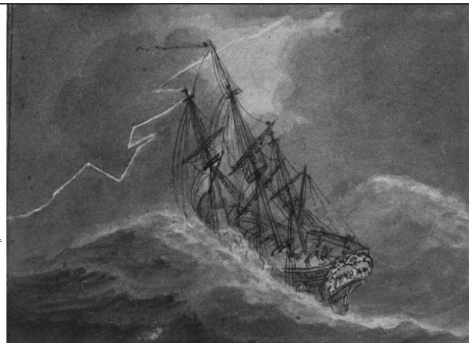


8 AM Set Top Sails 10 AM Set Jib & Main Topsail Staysail



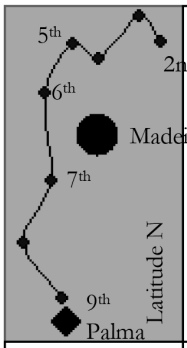
Friday 31 st			[#51]
H	C	W	<i>At 4 PM Stow'd Jib</i>
14	SSE	SW	<i>& Main topmast Staysail</i>
16	SSW	W	<i>at 8 handed Topsails The</i>
18	S	WSW	<i>first part fresh Gales, the</i>
20	SSE	SW	<i>Middle & latter very</i>
00	S	WSW	<i>Strong Gales, with</i>
02	SWbS	WbN	<i>Thunder, Lightning Hail</i>
04	SSW	W	<i>& Rain. A Great head</i>
06	SWbS	WbN	<i>Sea</i>
12	SSW	W	
Run 70, 75 [78]			
To 37°18' N 15°40' W			

Saturday 1 st			[#51]
H	C	W	<i>The first and Middle</i>
14	SSW	W	<i>Parts of these 24 hours</i>
16	SbW	WbS	<i>Strong Gales &</i>
18	SSW	W	<i>Squally, with Thunder</i>
20	SWbW	NWbW	<i>& Lightning in all</i>
22	SSW	W	<i>Quarters as per day</i>
00	SWbS	WbN	<i>Past, the latter More</i>
02	SWbW	NWbW	<i>Moderate at 8 AM Set</i>
10	SW	NNW	<i>Main & Fore Topsails</i>
Run 55, 80 [80]			<i>Allow for SE Current</i>
To 36°09' N 14°50' W			<i>& Swell</i>



Sunday 2 nd			[#52]
H	C	W	<i>The First Part Fresh</i>
14	SW	WNW	<i>Gales with Fair Weather;</i>
18	SWbS	WbN	<i>the Middle and Latter</i>
20	SWbW	NWbW	<i>Light Breezes Variable</i>
22	SW	WNW	<i>Dark Cloudy Weather at</i>
02	SWbS	WbN	<i>11 AM Tack'd Ship.</i>
04	SSW	W	<i>Small Rain</i>
06	S	WSW	
Run 73, 62 [62]			
To 35°07' N 14°48' W			
10	SEbS	SWbS	<i>Latitude per Account</i>
12	WNW	SW	

TO DOMINICA FEBRUARY 3-9 1772



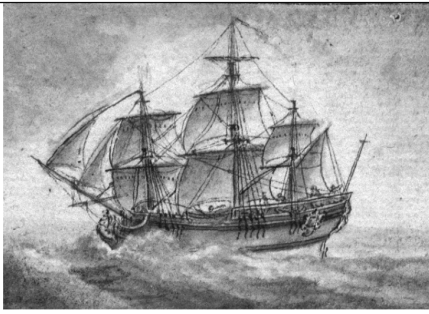
36
190 km
100 nautical miles
Week's Run
704 nm

[The straight lines
connecting each
day's position here
do no justice
to the changing
course shown in
most days' logs]

20 Longitude W 14

Tuesday 4th [#52]

H	C	W	
14	SWbS	WNW	<i>The first part Calm, the</i>
18	W	SSW	<i>Middle and latter Fresh</i>
20	W ¹ / ₂ N		<i>Gales & Cloudy with an</i>
22	WbN	SWbS	<i>ugly head Sea &c as per</i>
06	WNW	SW	<i>Log. at 6 PM handed</i>
10	WbN		<i>Main Top Gallant Sail</i>
			<i>in first Reef Top Sails at</i>
			<i>10 AM Stow'd Jib</i>
Run	71, 67 [90]		<i>4 pm Calm bead to the</i>
To	34°43' N 16°51' W		<i>Eastwards</i>



H	C	W
14	WbN	SW
16	WNW	
02	NW	WSW



10	N	<i>Calm</i>	Run 51, 49 [49]
12	SbW	W	To 35°05' N 17°44' W

[#52]

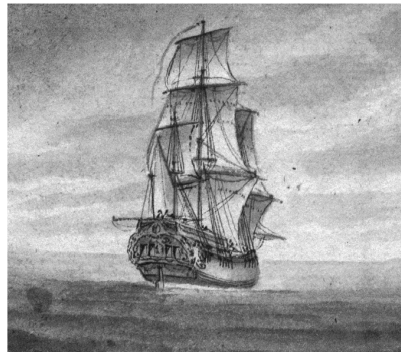
Monday 3rd

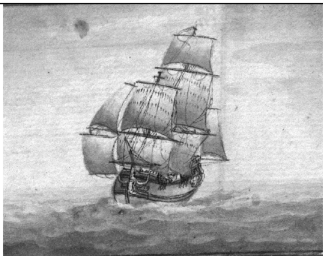
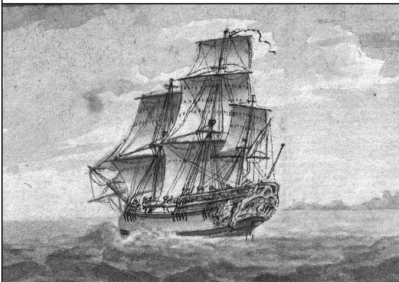


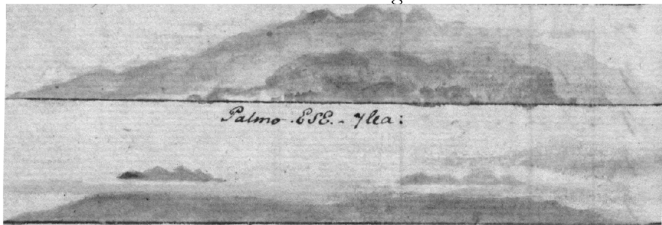

<i>The First and Middle</i>	H	C	W
<i>Parts of the 24 hours it</i>	14	W	SSW
<i>has Blown a most</i>	16	WbS	<i>Variable</i>
<i>Violent Storm of Wind</i>	20	WNW	
<i>from the SSE to NNW</i>	22	NW	
<i>with Constant Rain, the</i>	00	NbE	<i>off EbN</i>
<i>Latter part Moderate</i>	06	WSW	N
<i>& Fair as per Log</i>	10	WSW	NNW
<i>2 PM in all Reefs</i>	12	SW	NW
<i>4 PM Handed Top</i>			
<i>Sails</i>	Run 56, 42 [52]		
<i>8 AM Got up Main</i>	To 34°45' N 15°31' W		
<i>Top Gallant Yard All Sail Set</i>			



Wednesday 5th [#52]

The first part fresh Gales & hazy, the Middle
Squally & variable with Excessive hard Rain, the
latter part Calm & Cloudy
8 PM in 2nd Reef Top Sails
12 AM Handed Fore & Mizzen Top Sails
10 AM Calm bead Northward

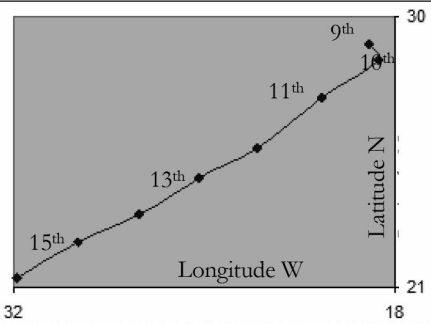


Thursday 6 th			[#53]								
H	C	W									
14	SbE	SWbW	<i>The first and Middle Parts light Breezes & Cloudy the latter</i>								
16	SSW	W	<i>pleasant Breeze with Fair</i>								
18	SWbW	NW	<i>Weather at 8 AM Set Steering</i>								
20	WSW	N	<i>Sails, driver &c as per log A</i>								
22		NE	<i>Large Swell from the Northward</i>								
04	ENE		Run 83, 82 [82]								
To 33°56' N 18°38' W											
				[#53]	Friday 7 th						
					H	C	W				
								<i>The First part fresh Breezes</i>	14	WSW	E
								<i>with Fair Weather, the</i>	16	W	
								<i>Middle And Latter Fresh</i>	20	SW	E
								<i>Gales and Squally with</i>			
								<i>frequent Showers.</i>			
								<i>At 6 AM Madiera bore</i>			
				<i>NEbN distant 11 or 12</i>							
				<i>Leagues. At 6 PM the</i>							
				<i>Island of Puerto Sancto</i>							
					08	WSW	E]			
<i>bore West half South distant 9 or 10 Leagues At 2 AM De Sertes bore WNW</i>					Run 110 [?], 74 [126]						
<i>4 AM Dis Sertas North ½ East At 6 AM Madiera bore NEbN</i>					To 31°51' N 18°25' W						
					<i>Latitude per Account</i>						
Saturday 8 th			[#53]								
H	C	W									
14	WSW	E	<i>The first part of these 24 hours Fresh Gales</i>								
20	WbS	[?]	<i>with frequent Showers of rain, the Middle</i>								
22	NbE	NWbW	<i>and Latter Squally with hail and rain.</i>								
00	WSW	NW	<i>Lightning in all Quarters Wore Ship Spoke</i>								
04	SSW		<i>a Ship from London, bound to Virginia out</i>								
			<i>3 Weeks 6 PM Handed Top Gallant Sails</i>								
Run 105, 100 [100] <i>in 1st Reef Top Sails 8 PM in all Reefs</i>											
To 30°23' N 19°20' W <i>Handed Fore & Mizzen Top Sails</i>											
			[#54b]								
			<i>The first part of these 24 hours Fresh Gales & Squally the Middle Light Breezes</i>								
			<i>Variable, latter part Calm. At 4 AM the Island Palma bore SW distant 10 leagues</i>								
			<i>At Noon the Body of the Island bore SbE distant 4 leagues A Snow now in Sight</i>								
			<i>Standing to the Southward 10 AM-12 PM Calm</i>								
			<i>Palma ESE 7 leagues</i>								
											
<i>Palma E½S 14 leagues</i>											
			[#54b]								
H	C	W									
14	SSW	W									
16	SbW										
18	SwbS										
20	SW	SWbW									
06	WbS										

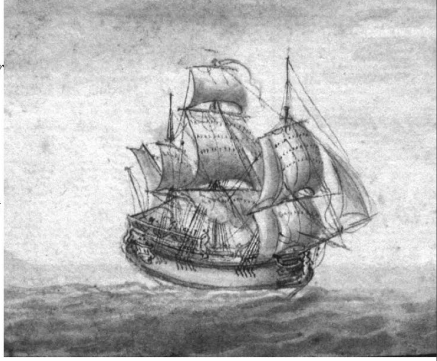
TO DOMINICA FEBRUARY 10-16 1772

335 km
180 nautical miles
Week's run 901 nm

Once clear of Palma, Pocock can sail steadily West by South, with westerly winds of varying strength.



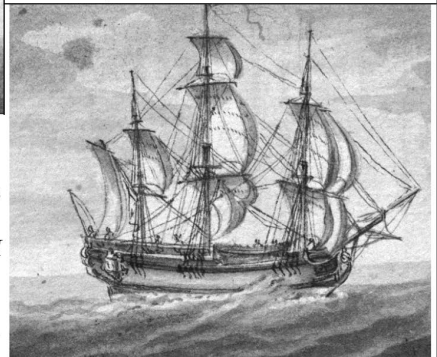
Monday 10th [#54]
H C W *The first part light*
 [Off-shore *Airs, the Middle & latter*
 navigation here – in *Light Breezes with*
 the wrong direction!] *Pleasant Weather &*
Smooth water as per Log.
 10 WbS NE *At 8 AM the Island*
Run 16, 54 [56] *Palma bore E½S distant*
To 28°34'N 18°37'W *12 or 13 leagues*
4 PM Set Steering Sails
At 6 PM, the Island of Palma Bore ESE
distant 7 leagues
At 8 AM Palma bore E½S 12 or 13 leagues



Tuesday 11th [#54]
The first part light **H C W**
Breezes the Middle & latter Fresh Gale with 14 WbS NE
fair Weather Pass'd a
Ship Standing to the
Westward
Run 128, 135 [134]
To 27°19'N 20°43'W 00 NNE



Wednesday 12th [#55]
H C W *Fresh Gales &*
 14 WbS NE *Cloudy all these 24 hours,*
 20 ENE *with a Great Swell from*
 02 EbN *the Northward, at 8 AM*
Spoke a Snow from
Run 162, 162 [162] *Amsterdam, bound to*
To 25°39'N 23°05'W *Demarara, out 4 Weeks*

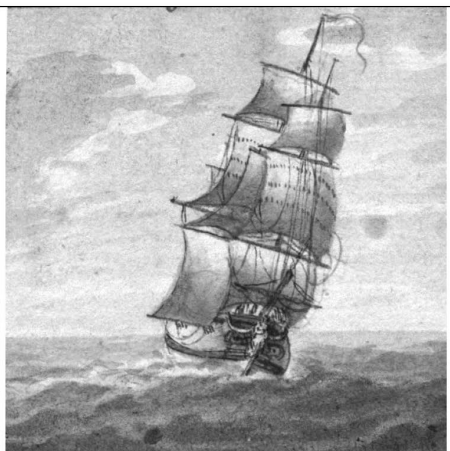
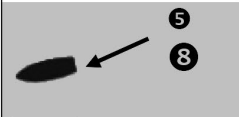


Thursday 13th

[#55]

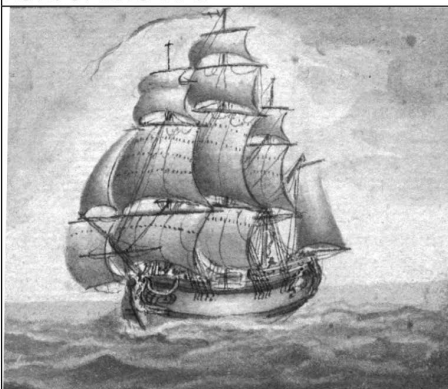
H	C	W
14	WbS	ENE

*Fresh Breezes &
Squally with Some
Showers Rain a Great
Swell from the
Northward*



Run 129, 129 [130]

To 24°37'N 25°11'W

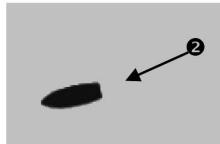


[#55]

Friday 14th

H	C	W
14	WbS	ENE

*Fresh Breezes with
Pleasant Weather &c as per
Log*

Run 142, 142 [141]
To 23°27'N 27°25'WSaturday 15th

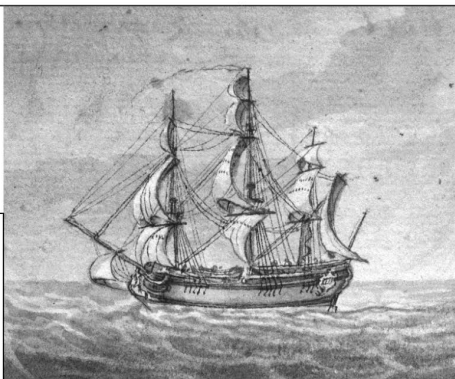
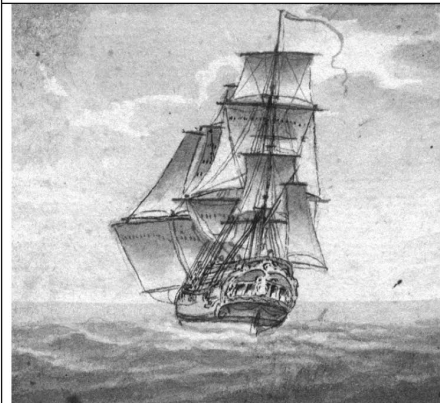
[#56]

H	C	W
14	WbS	EbN

*Fresh Breezes, with
Frequent Showers. A
Great Swell from the
Northward*

Run 140, 140 [135]

12 E To 22°20'N 29°38'W



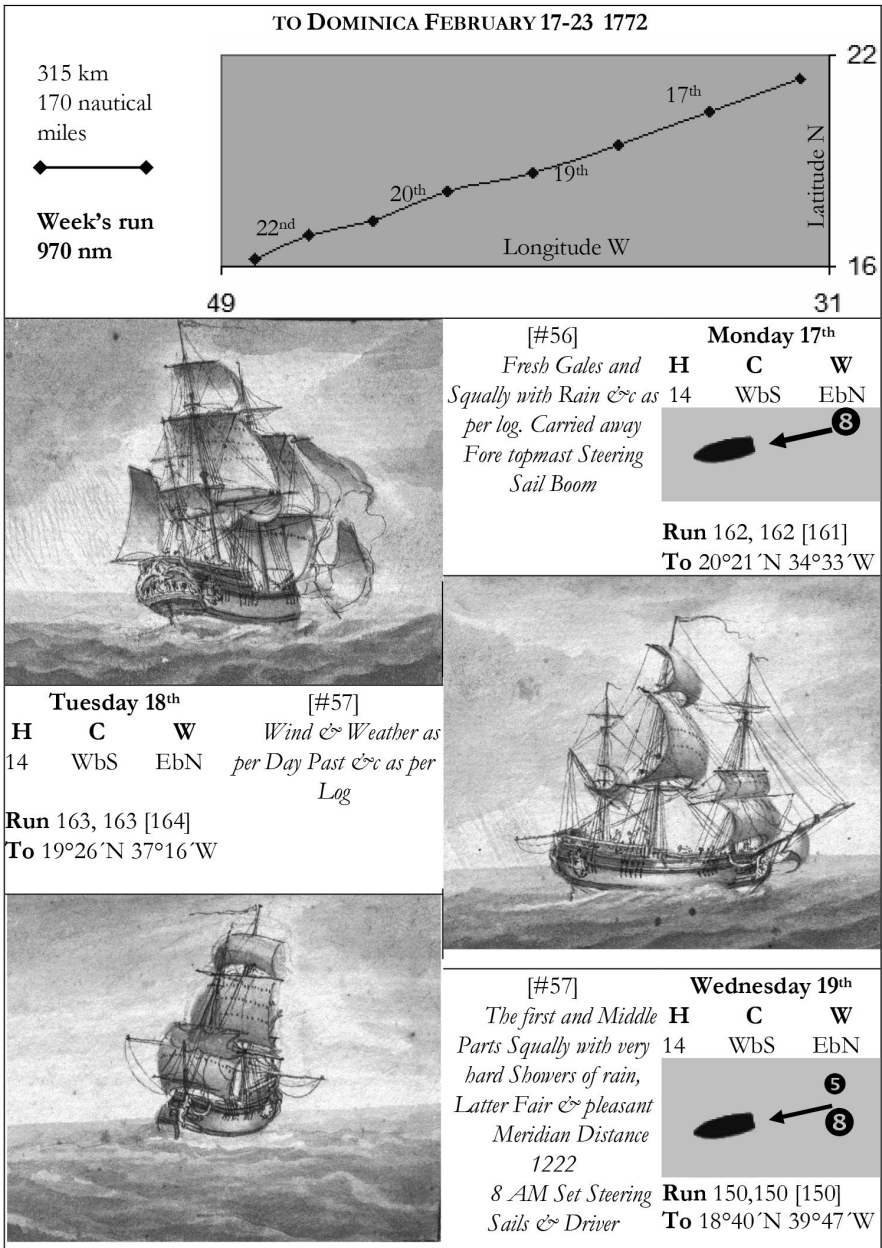
[#56]

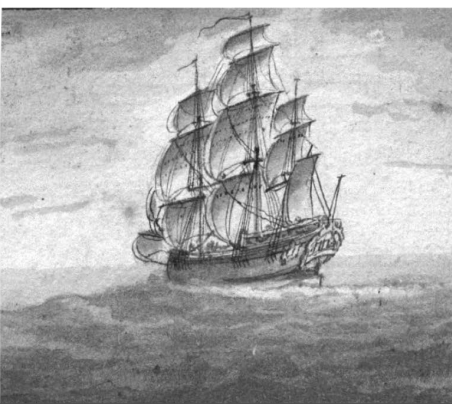

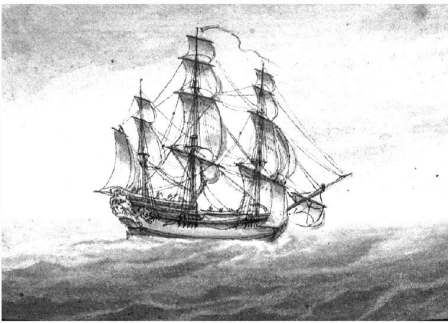
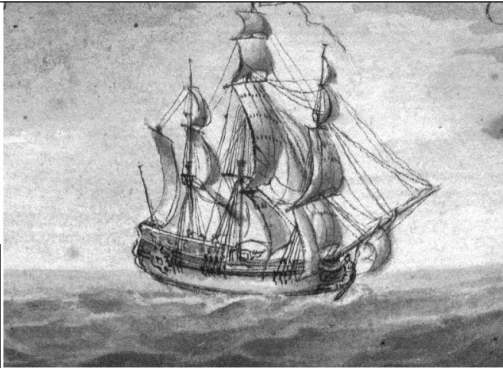


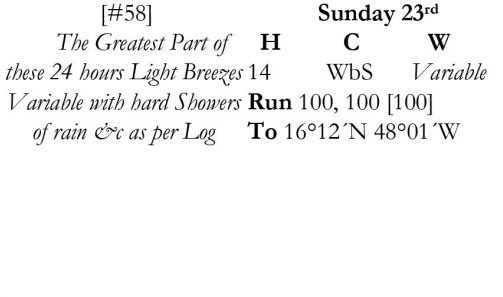
Sunday 16th

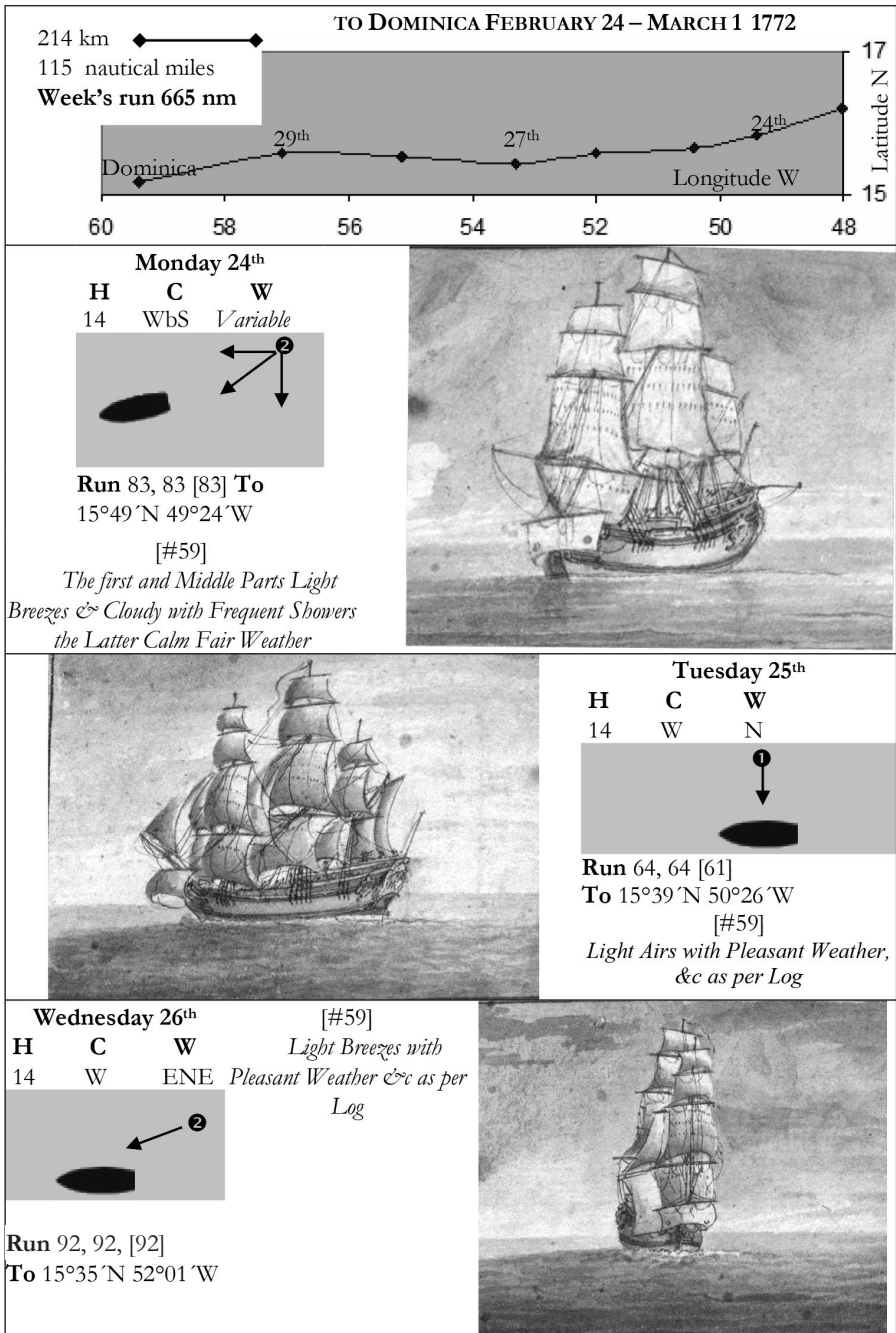
H	C	W
14	WbS	EbS

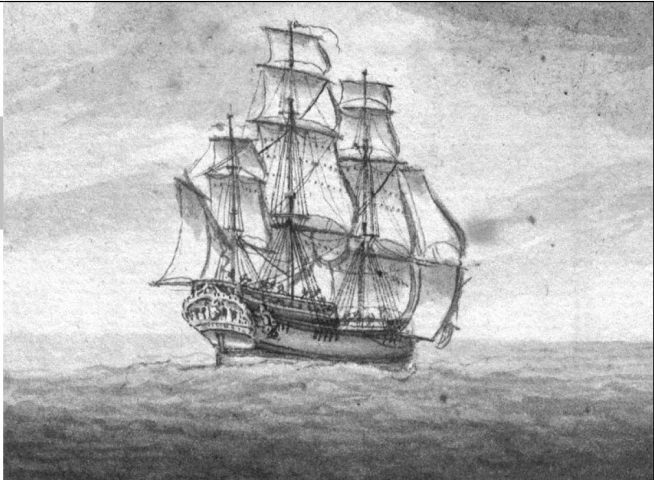
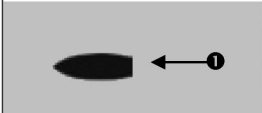
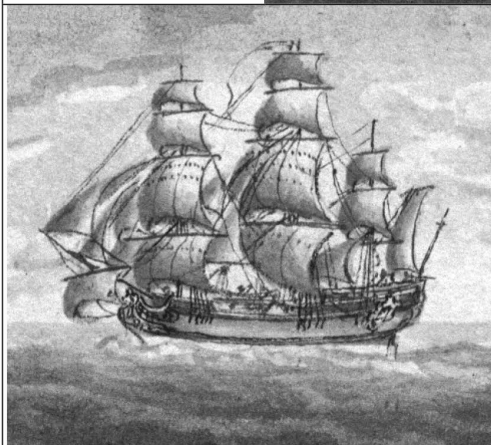
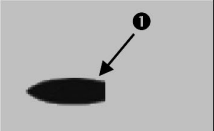
*Fresh Gales and
Cloudy, with frequent
Showers*

Run 138, 138 [143]
To 21°20'N 31°52'W



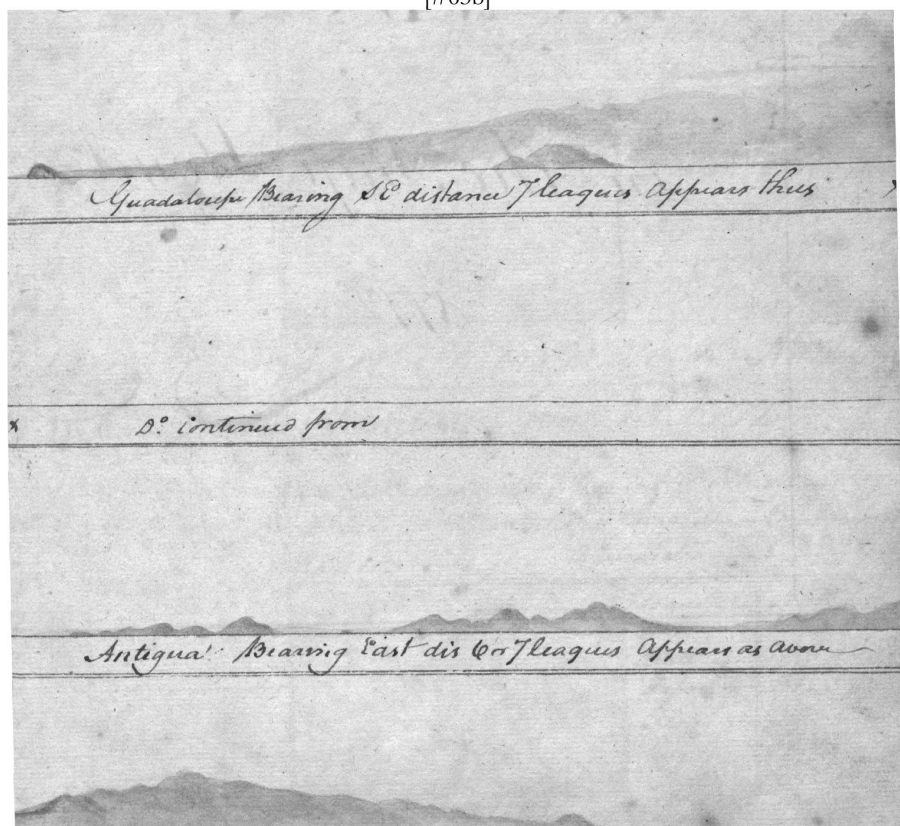
Thursday 20 th			[#57]			
H	C	W	Fresh Gales with Pleasant Weather & a large Following Sea			
14	WbS	EbN	Run 146, 146 [146] To 18°07'N 42°17'W			
						
Saturday 22 nd			[#58]			
H	C	W	The first and Middle light Breezes & Fair Weather			
14	WbS	EbN	The latter part light airs variable, with hard rain			
			Run 114, 114 [113] To 16°52'N 46°25'W			
			[#58]			
			Sunday 23 rd			
			The Greatest Part of these 24 hours Light Breezes Variable with hard Showers of rain &c as per Log			
			H	C	W	
			14	WbS	Variable	Run 100, 100 [100] To 16°12'N 48°01'W



Thursday 27 th			
H 14	C W	W E	
			
Run 76, 76 [76] To 15°24 'N 53°19'W [#60] <i>Light Airs. With Fair Weather &c, as per Log</i>			
			<div><div>[#60]</div><div><i>The first part of these 24 hours Light Airs & Cloudy with a Great Swell from the Northward, Middle & Latter parts Fresh Breezes, with Fair Weather &c as per Log</i></div></div> <div><div>Friday 28th H C W 14 W NE</div><div> 06 ENE</div><div>Run 107, 107 [106] To 15°32 'N 55°09'W</div></div>
Saturday 29 th			Sunday 1 st
H 14	C W	W ENE	H C W 14 W ENE
Run 112, 112 [112] To 15°35 'N 57°05'W [#60] <i>Light Breezes with Fair Weather &c as per day past</i>			Run 160, 133 [135] To [15°10 'N] 59°23'W
Sunday Continued, at 1 oClock Anchor'd off Roseau. Fresh Gales at ESE, down top Gallant Yards			Monday 2 nd [#61]

*From Dominica towards London
in the Ship Lloyd
1772*

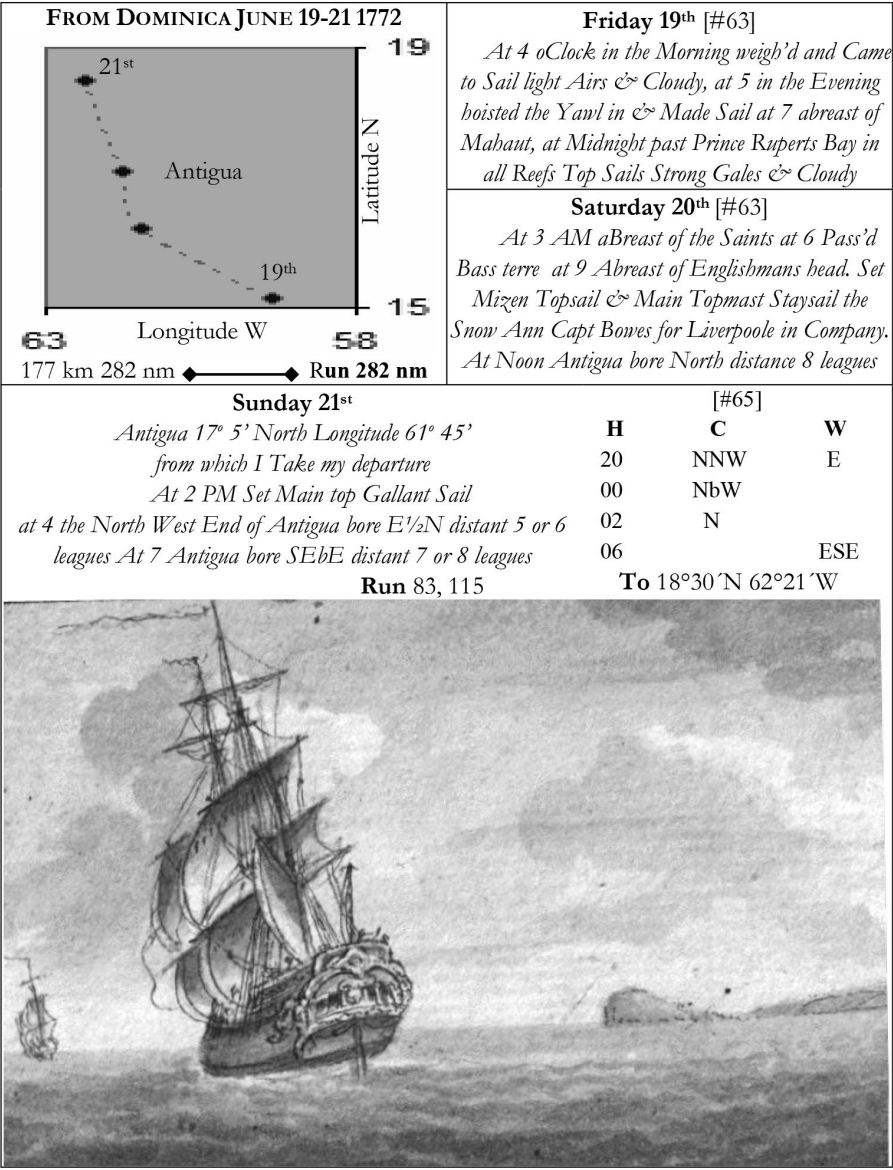
[#63b]


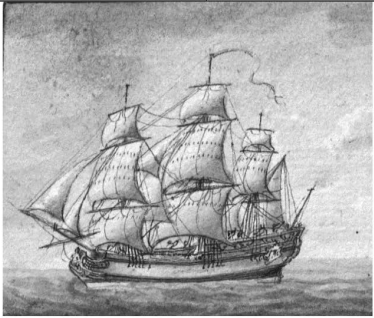
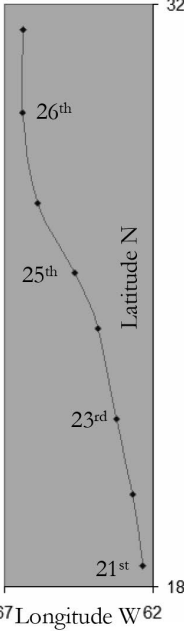
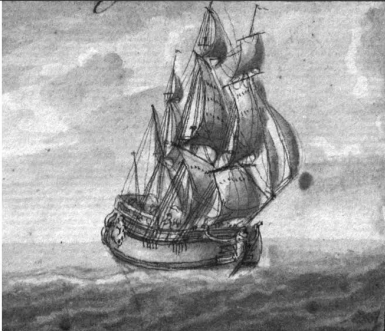




Guadeloupe Bearing SE distance 7 leagues appears thus

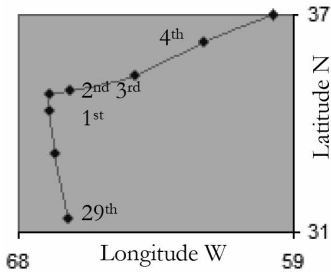
D.° continued from


Antigua! Bearing East dis 6 or 7 leagues appears as above



FROM DOMINICA JUNE 22-28 1772		[#65]		Monday 22 nd																															
160 km 87 nautical miles		Fresh Breezes with Pleasant Weather. Pass'd a Ship Standing to the Northward, Snow Ann On our weather Quarter: at Noon all Sails Set		<table><tr><td>H</td><td>C</td><td>W</td></tr><tr><td>14</td><td>N</td><td>E</td></tr><tr><td>18</td><td>N½W</td><td></td></tr><tr><td>20</td><td>N</td><td></td></tr><tr><td>02</td><td>NbE</td><td></td></tr><tr><td>06</td><td>N</td><td></td></tr></table>		H	C	W	14	N	E	18	N½W		20	N		02	NbE		06	N													
H	C	W																																	
14	N	E																																	
18	N½W																																		
20	N																																		
02	NbE																																		
06	N																																		
Week's run 817 nm		Run 107, 107 [05] To 20°13' N 62°42' W																																	
The page represented by frame 66 has been much scribbled on, in no drawing style, more like someone getting ink-flow in a ball-point, or perhaps checking a quill point.																																			
		[#65]		Tuesday 23 rd																															
		Fresh Breezes with Pleasant Weather &c as per Log. at 6 PM Pass'd a NE Ship Standing to the Northward, at Noon no Vessell in Sight. All Sails Set		<table><tr><td>H</td><td>C</td><td>W</td></tr><tr><td>14</td><td>NNW</td><td></td></tr><tr><td>16</td><td>NbW</td><td></td></tr><tr><td>20</td><td>N</td><td>ENE</td></tr></table>		H	C	W	14	NNW		16	NbW		20	N	ENE																		
H	C	W																																	
14	NNW																																		
16	NbW																																		
20	N	ENE																																	
		Run 99, 114 [113] To 22°02' N 63°15' W																																	
Wednesday 24 th		[#66]																																	
<table><tr><td>H</td><td>C</td><td>W</td></tr><tr><td>14</td><td>NbW</td><td>NEbE</td></tr><tr><td>16</td><td>N½W</td><td></td></tr><tr><td>18</td><td>NbW</td><td></td></tr><tr><td>20</td><td>N½W</td><td></td></tr><tr><td>22</td><td>N</td><td></td></tr><tr><td>02</td><td>NbW</td><td></td></tr><tr><td>06</td><td>N</td><td></td></tr><tr><td>08</td><td>NbW</td><td></td></tr><tr><td>10</td><td>NNW</td><td></td></tr></table>		H	C	W	14	NbW	NEbE	16	N½W		18	NbW		20	N½W		22	N		02	NbW		06	N		08	NbW		10	NNW		Light Breezes with Pleasant Weather &c as per log. A Strong Current Setting to the Northward			
H	C	W																																	
14	NbW	NEbE																																	
16	N½W																																		
18	NbW																																		
20	N½W																																		
22	N																																		
02	NbW																																		
06	N																																		
08	NbW																																		
10	NNW																																		
		Run 89 [90?], 136 [135] To 24°13' N 63°51' W																																	

FROM DOMINICA JUNE 29 – JULY 5 1772



275 km 
150 nautical miles

Week's run 591 nm

Monday 29th [#67]

H	C	W	Wind and weather much the Same as per Day past
14	N	ENE	
20	N½W		
22	N		
02	N½W		
06	NbW½W	NE	
08	NbW		
NEbE			



This doodle to the
left of the ship looks
more C20 than C18

Run 95, 109 [109]

To 33°10'N 66°47'W



[#68]

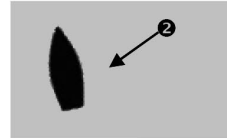
Light Breezes with Fair
Weather &c as per Log

Tuesday 30th

H	C	W
14	NbW	NEbE

Run 70, 74 [73]

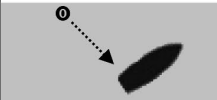
To 34°22'N 67°00'W



02	N	
06	NbE	Variable
08	NbW	

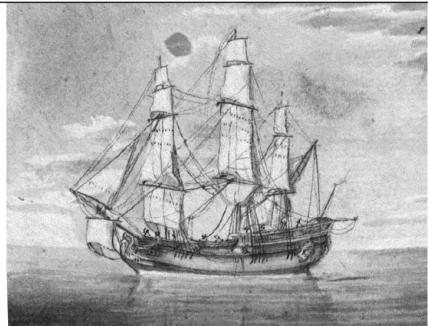
Wednesday 1st [#68]

H	C	W	The first part light Airs, the Middle & latter Calm and Cloudy
14	NbW	NEbE	
00	NbE	Variable	
02		Calm	
06	NEbE	NW	2 AM – 4 AM Calm 10 AM Calm



Run 28, 27 [27]

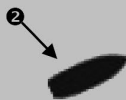
To 34°49'N 67°00'W



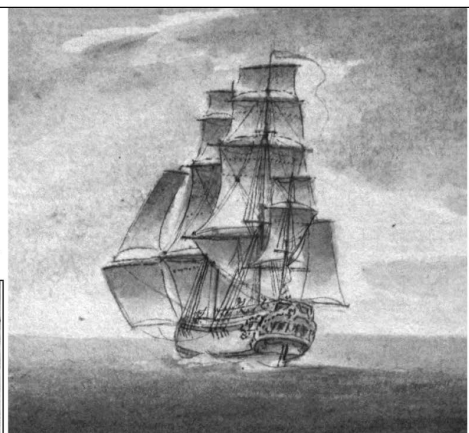
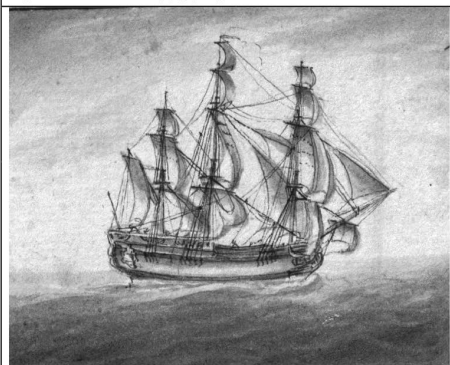
Thursday 2nd

[#68]

H	C	W	
14	EbN	Variable	The first and Middle parts Light Airs
22	ENE	NW	Variable, the Latter Light Breeze at West, with Fair Weather



Run 34, 34 [33]

10 WS $\frac{1}{2}$ W To 34°55'N 66°20'W

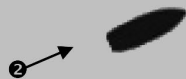
[#69]

Friday 3rd

	H	C	W
The first and Middle parts Light Breezes & Cloudy the latter Fresh Breeze with Some Showers &c as per log	14	ENE	WSW

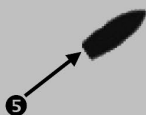
Run 107, 107 [107]

To 35°20'N 64°13'W

Saturday 4th

[#69]

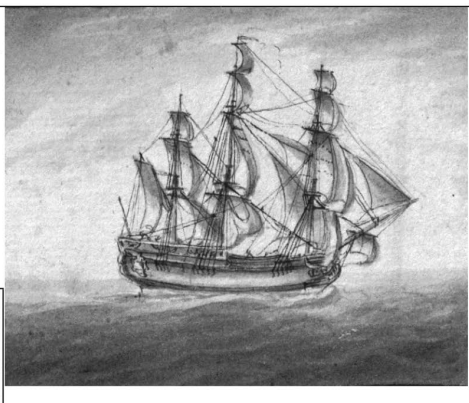
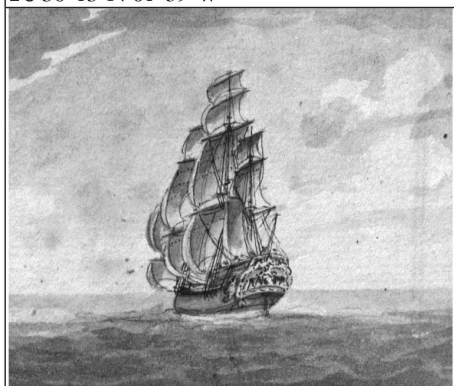
H	C	W	
14	NEbE	SWbW	The first and latter part of these 24 hours fresh Breezes with Cloudy Weather, the Middle Constant Rain



Run 120, 120 [121]

To 36°13'N 61°59'W

10 AM Set Main Top Gallant Royal



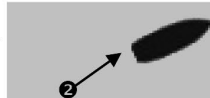
[#69]

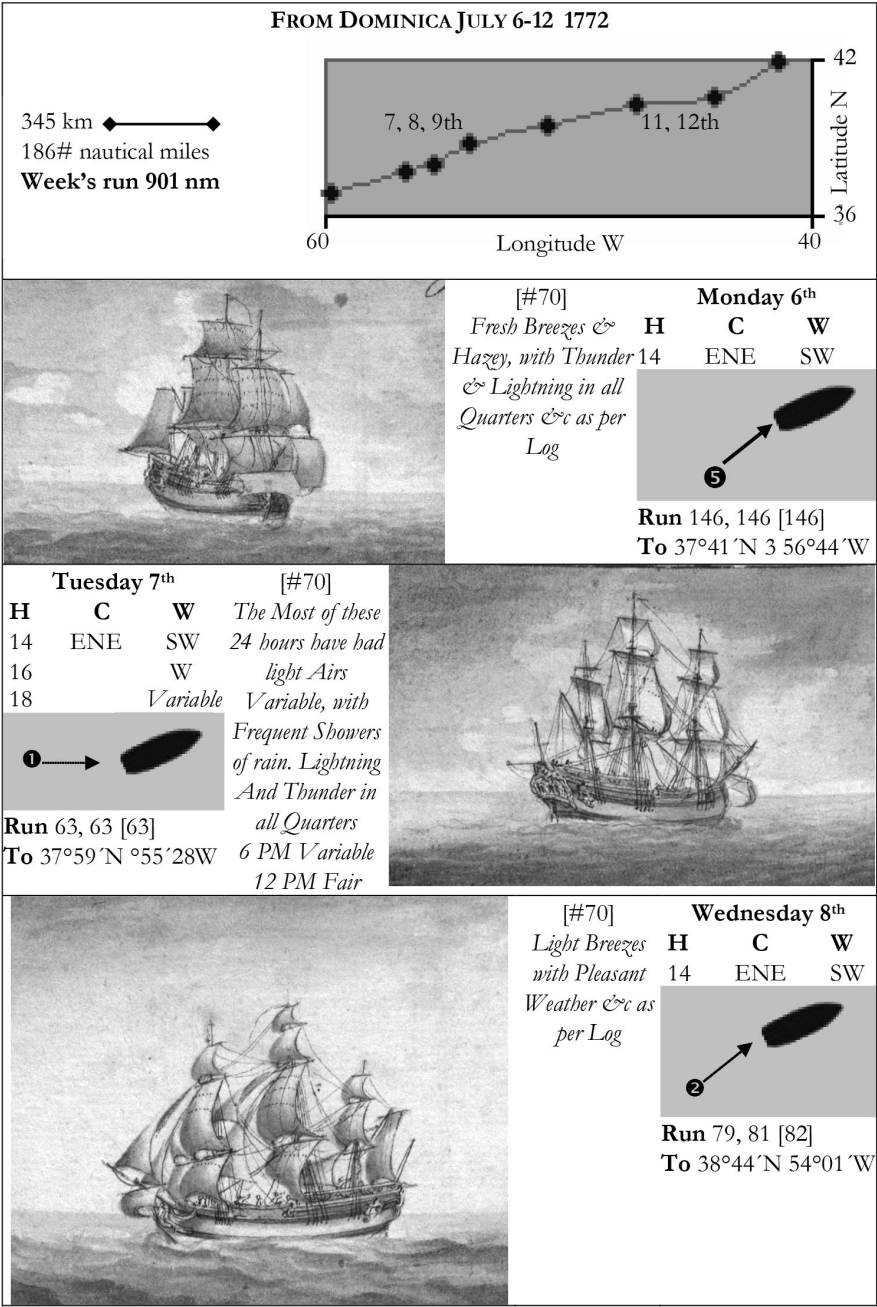
Sunday 5th

	H	C	W
The first part Light Breezes with Drizzling rain The Middle and latter parts fresh Breezes & Hazy as per Log	14	ENE	SWbW

Run 117, 120 [121]

To 36°59'N 59°40'W



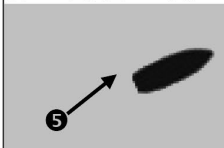


Thursday 9th

[#71]

H	C	W
14	ENE	SW

*Fresh Breezes with
Hazy Weather &c as
per Log*



Run 153, 153 [153]

To 39°31' N 50°54' W



[#71]

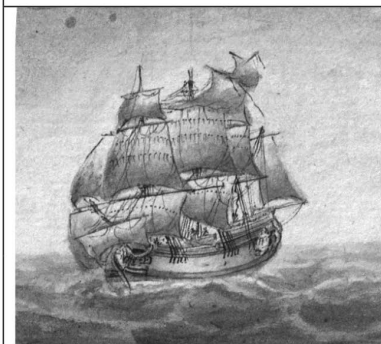
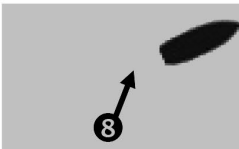
Friday 10th

H	C	W
14	ENE	SSW

*Fresh Gales &c as per day
past, a Great Swell from the
NW. SSE Current*

Run 176, 176 [171]

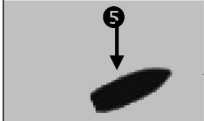
To 40°15' N 47°19' W

Saturday 11th

[#71]

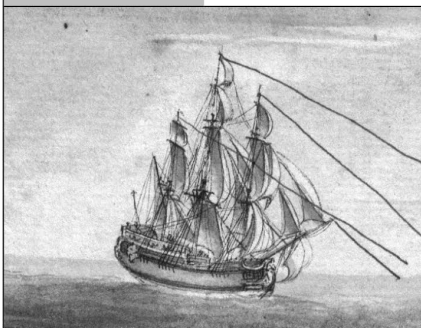
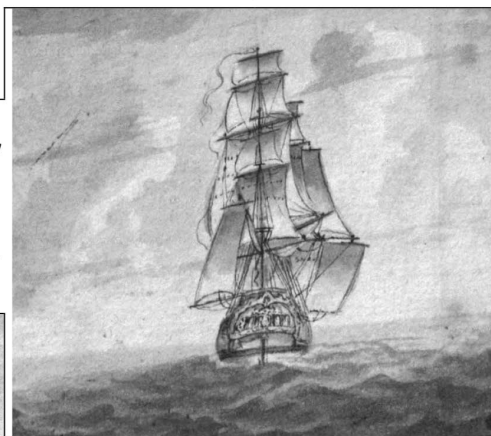
H	C	W
14	ENE	S

*Fresh Breezes and Hazy
as per day Past*



Run 146, 146 [152]

To 40°55' N 44°06' W



[The scribbler again!]

[#72]

Sunday 12th

*Fresh Breezes with Pleasant
Weather &c as per Log*

10 PM in Main top

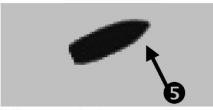
Gallant Royal

12 AM down Steering Sails

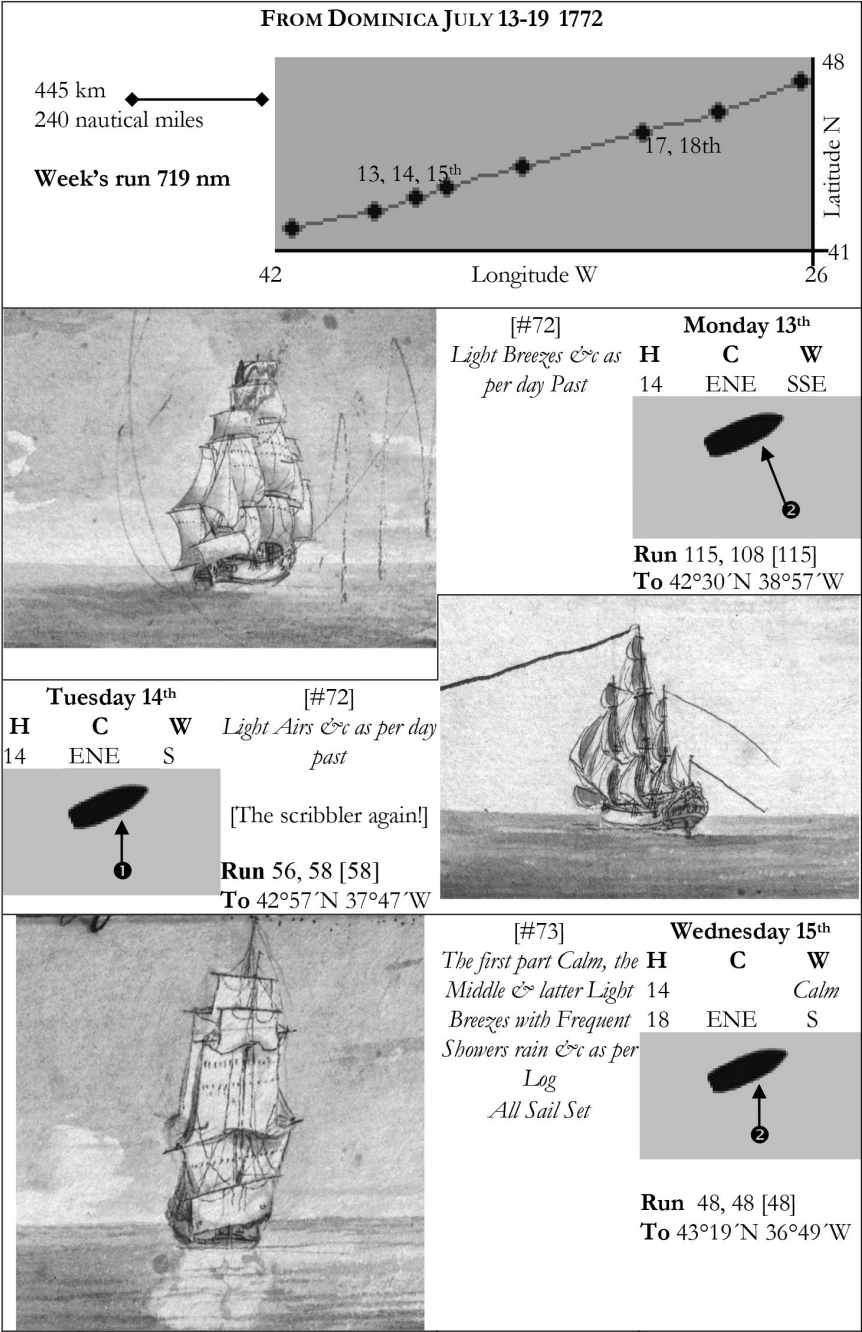
12 PM All Sails Set

Run 134, 134 [135]

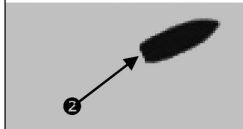
H	C	W
14	ENE	SSE



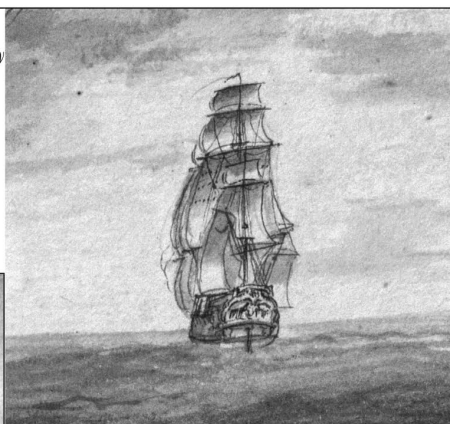
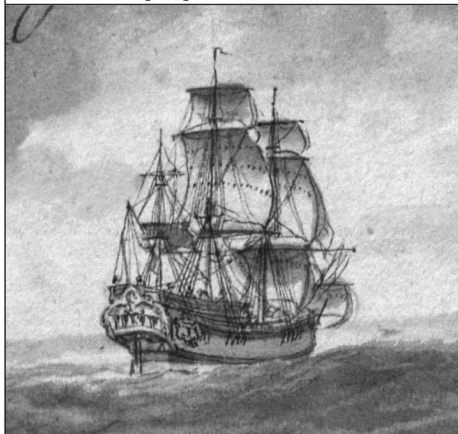
To 41°52' N 41°23' W



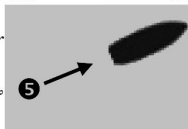
Thursday 16th [#73]
H C W *Light Breezes with Cloudy*
 14 ENE SW *Weather Smooth Water*
 [?]



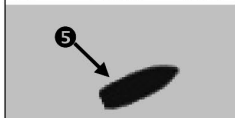
Run 103, 106 [107] **To** 44°04'N 34°35'W



Friday 17th [#73]
The first part fresh Breezes with Fair Weather the Middle Fresh Gales and Squally Latter part Moderate & Cloudy as per Log
H C W
 14 ENE SW
 20 WSW
 10 PM Handed Mizzen & Fore Top Gallant Sails
 12 AM down Steering Sails & Driver
Run 162, 162 [163]
To 45°10'N 31°05'W



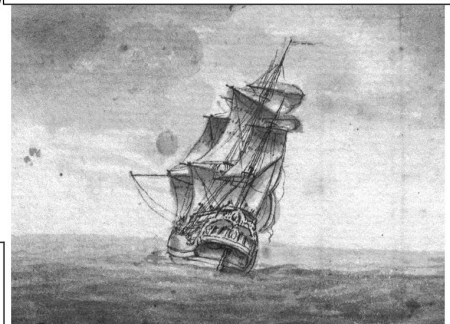
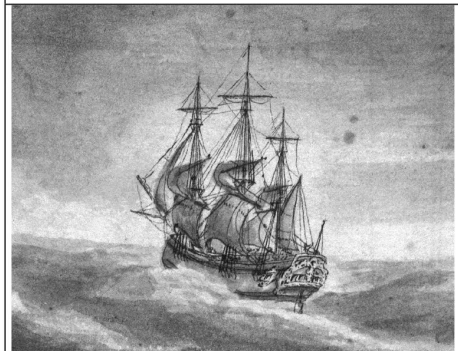
Saturday 18th [#74]
H C W *The first and latter parts of these 24 hours Fresh Breezes and Cloudy, the Middle light Airs & v as per log*
 14 ENE NW



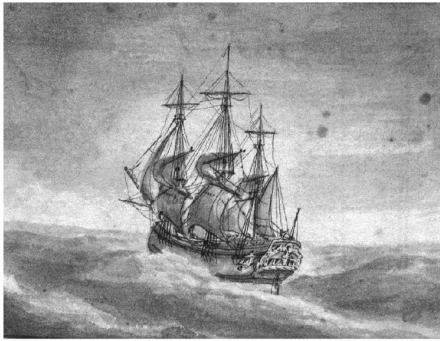
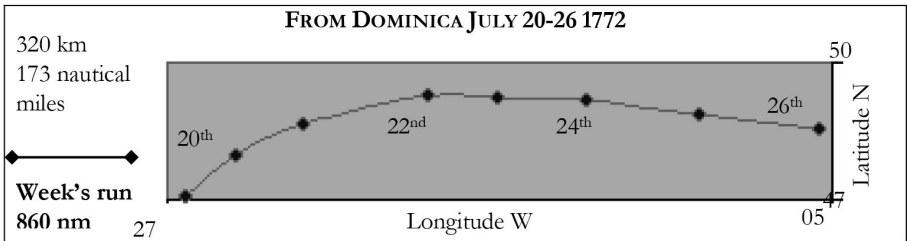
12 EbN NbE

Run 108, 108 106]

To 45°58'N 28°50'W



Sunday 19th [#74]
The first part light airs variable, the Middle & latter parts fresh Breezes and Cloudy as per Log
H C W
 14 EbS W
 18 WSW
 04 NNW Variable
 12 PM All Sail Set 05 NbE
Run 122, 122 [122] 06 N ENE
To 47°05'N 26°22'W



[#74] **Monday 20th**
The first and Middle parts Strong Gales with Continual Rain The latter Light Airs Easterly with a Great Swell from the West Shippd a deal of water 6 PM Handed Top Gallant Sails 8 PM in Steering Sails &c 12 AM Constant Rain 4 AM Variable 12 PM out all Reefs Set Top Gallant Sails

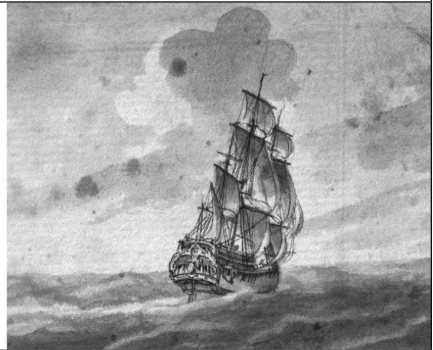
H	C	W
14	ENE	W
18		WSW
04	NNW	
04	NbE	
06	N	ENE

Run 79, 86 [86]
To 47°58'N 24°41'W

Tuesday 21st [#75]
The first part light Airs &c Cloudy the Middle &c latter Squally with rain &c as per Log 10 AM down Steering Sails Set Steering Sails &c Driver

H	C	W
14	NE	ESE
16	EbN	S
22		SW
00		WNW
08		NNW
12		NW

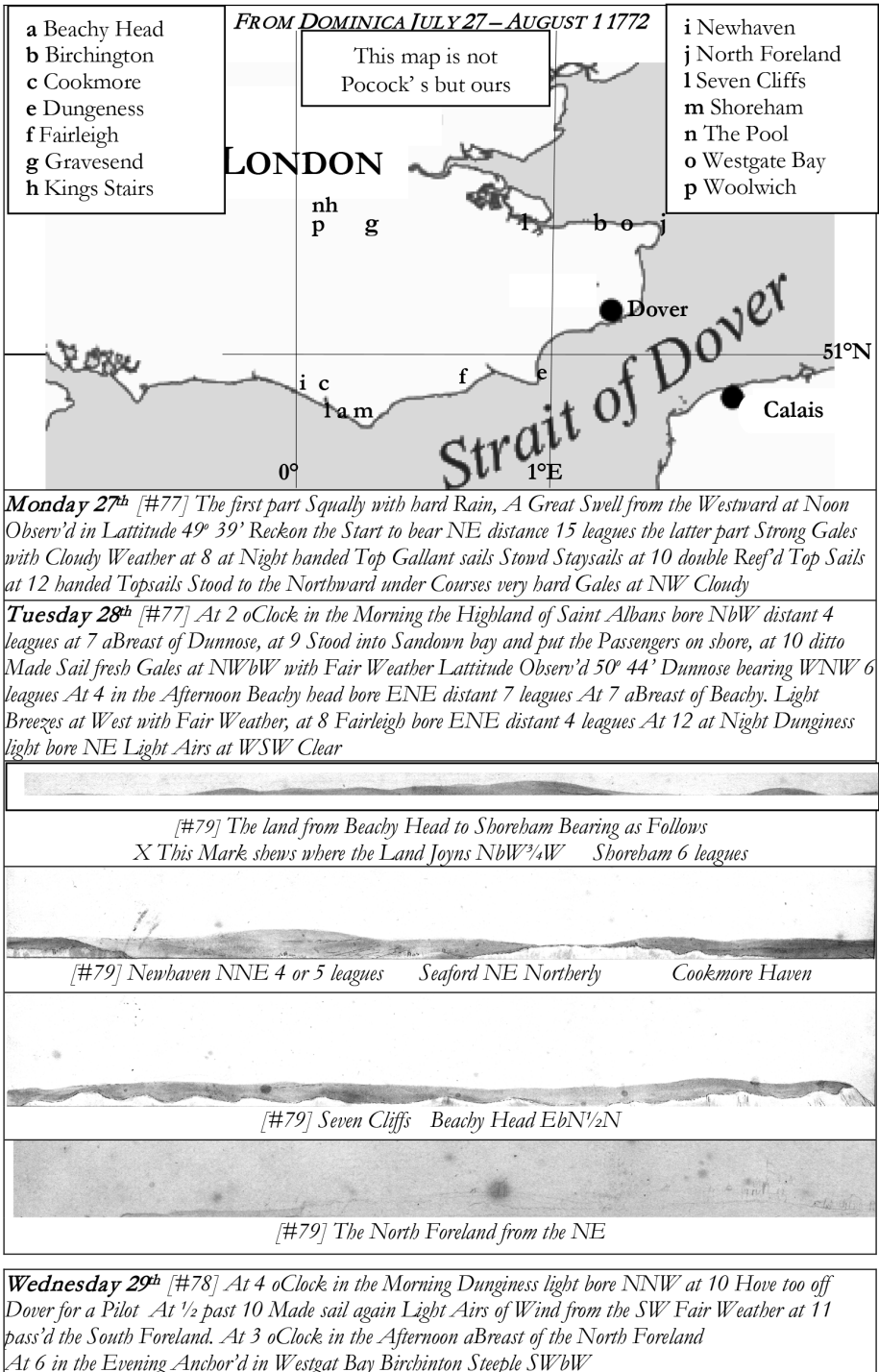
Run 100, 100 [98]
To 48°40'N 22°28'W



[#75] **Wednesday 22nd**
Fresh Gales with Cloudy Weather at 8 PM Single Reef'd Top Sails Stow'd Main Topsail Staysail at 4 AM Set Steering sails At 8 ditto out all reefs at 10 Set Top Gallant Sails. Moderate

H	C	W
14	E	N
10	EbS	

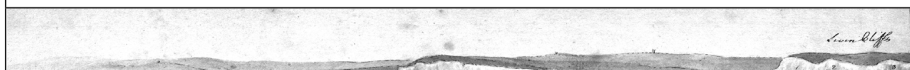
Run 165, 165 [164]
To 49°16'N 8°24'W



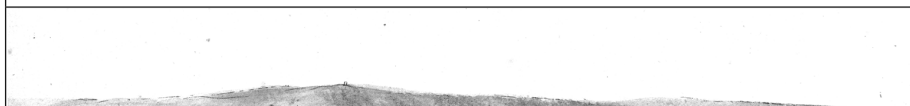
Thursday July 30th [#78] *At 5 oClock in the Morning Weigh'd with fresh Breezes of Wind at WSW turn'd up into five fathoms Channel At 12 Anchor'd 5 fathoms 16 feet at Low water at 7 in the Evening Weighed and Worked up to Sea Reach at Midnight Anchord a little above Leigh*

Friday 31st [#78] *At 8 oClock in the Morning Weigh'd Light Breezes at West Pleasant Weather. At 2 in the Afternoon Anchor'd a little Below Gravesend. At 8 Weigh'd at 1/2 past One Saturday Morning 1st August Anchor'd off Woolwich at 7 in the Morning a North Country Brig call'd the Nancy in coming down the River Ran foul of us, notwithstanding all we cou'd do to prevent it and Broke our Sheet Anchor Damaged our Bow & Sta[?] Channel Forward*

Saturday 1st [#78] *At 9 weigh'd and turn'd up to the Pool at 3 oClock in the Afternoon Stopp'd the Ship at Kings Stairs Tier [a row of moorings] the tide being done*



[#81] *The Land from New Haven to the Seven Cliffs as Follows
Newhaven NNW 1/2 W 6 leagues Cookmore NbW 4 leagues*



[#81] *Thus Appears the High Land of St Albans bearing NbW 4 leagues Distant Peverel Point*



[#81] *Christ Church ENE Distant 7 leagues*

[#83] *Ship Lloyds Muster Roll for 1772*

<i>Mens Names</i>	<i>Usual Place of Abode</i>	<i>When Shippd & Where</i>	<i>When Discharged etc</i>
Nicholas Pocock	Bristol	Bristol January 21 st	London August 2 nd
Isaac Pocock	Bristol	Bristol January 21 st	London August 2 nd
Thomas England	Bristol	Bristol January 21 st	London August 2 nd
Stokes Brown	Pill	Bristol January 21 st	London August 2 nd
William Webb	Bristol	Bristol January 21 st	London August 2 nd
William Harris	Pill	Bristol January 21 st	Dominica May 6 th
William Horne	Bridgwater	Bristol January 21 st	August 2 nd
William Mark	Bridgwater	Bristol January 21 st	August 2 nd
Philip Harris	Swansea	Bristol January 21 st	August 2 nd
John Duty	Scarborough	Bristol January 21 st	August 2 nd
David Mills	Scarborough	Bristol January 21 st	August 2 nd
Philip Jones	Swansea	Bristol January 21 st	August 2 nd
Benjamin Singleton	Lancaster	Bristol January 21 st	August 2 nd
James Woodrife	Belfast	Bristol January 21 st	April 24 th

6

THE *AFRICA*

The *Africa* made a slaving trip to New Calabar and St Vincent in 1774–5. She was a Snow, a two-master rated at 100 or 140 tons.¹ The owners were John Anderson, Captain John Chilcott, John Coghlan, Samuel Galton & son, Daniel Henderson,² Thomas Lucas, James Rogers, and James Ruscombe, at $\frac{1}{8}$ th each; but Chilcott seems to have been the Ship's Husband. The captain on this first voyage was George Merrick. The vessel then changed hands to another consortium: Chilcott ($\frac{5}{16}$), Coghlan, Lucas and Rogers, with John Chilcott junior and the new captain Thomas Baker ($\frac{1}{8}$ each) and Bright, Davis & Co ($\frac{1}{16}$); still with Chilcott in charge. We have only the Outset costs for the voyage undertaken in 1776, because the *Africa* was an early victim of the American War of Independence – see below.

The voyage has already been written up, from this same source, by Professor Minchinton.³ The slaving aspects of these voyages will be covered in Professor Morgan's forthcoming volume. Here it may be of interest merely to note the price at which the *Africa* was bought and changed hands, and see if the difference was in any way reflected in other outfitting costs.

Outset Costs ⁴	1774 (£7r-7v)	1776 (£27r-27v)
Vessel	340.00	265.00
Cordage	124.61	129.69
Timber	30.08	73.53
Canvas & Sailmaker	93.75	59.65
Other materials and work	123.24	199.72
Total excluding vessel	371.68	462.59
Total including vessel	711.68	727.59

So the all-in cost was virtually the same for each voyage. The new partnership might almost have reckoned the amount of work to be done and agreed a price with the old one – for despite the wording, one doubts this ever went to genuine public auction. One sees that cordage was about the same; more on timber was just about offset by less on sails; and much of the extra second cost is spread over many relatively small items.

¹ Nearly all the information here is from the owners' account book, BA 45039. D. Richardson, Bristol, *Africa and the 18th-century Slave Trade to America* IV (BRS 47 1996) p 50 gives '100 (140) tons' without anywhere that we could see indicating what the bracketed figure referred to, and with no other extra data.

² Captain of the *Ruby* in the early 1760s.

³ 'The Voyage of the Snow *Africa*' *Mariners' Mirror* 37.3 (July 1951).

⁴ We have used the amounts charged by the tradesmen concerned, not those paid which differ, trivially, by discount taken.

A major change was the move from Sidenham Teast to the rather more prestigious Hillhouse as main shipwrights⁵ and this may have occasioned the many other changes in minor tradesmen and suppliers, among whom Sidenham Teast now appears.

Another change for the second voyage was that there was a new captain, Thomas Baker instead of George Merrick. This may have been merely the result of the change in partners, as Baker now had a $\frac{1}{8}$ share. But there may be more to it: Captain Merrick had received no advance wages (£6*v*) and only £2 – less than two weeks worth – at the return (£13*v*). But there is no mention of any payments to a widow or estate.

F 7r-7v Africa Outset Costs 1774

Owners of Snow Africa George Merrick Master 1 st Voyage for New Callebar						To Sundry		
Tradesmen for Cost of Snow & Outsett			Dr					
1	John Anderson & Co	Cost of the Vessel	340	-	-	340	-	-
2	Sidenham Teast	Carpenters Labour	31	9	-	31	9	-
3	John Roach	Joiner	14	12	8	14	12	-
4	Jeremiah Hanmore	Pilot	10	6	-	10	6	-
5	Thomas Bones	Boathire	2	14	-	2	14	-
6	John Byrn	Beef	39	-	-	39	-	-
7	John McCullom	Ditto	24	-	-	24	-	-
8	Joseph Fyson	Fresh Beef	3	7	3	3	7	3
9	Thomas Lucas	Provisions	74	16	5	74	16	-
10	Thomas Lucas	Cooper & Halling	55	9	10	55	9	-
11	Thomas Skyrme	Biscuit	40	19	6	40	19	-
12	Francis Jacques	Ditto	38	2	-	38	2	-
13	John Watkins	Butter	6	1	9	6	1	-
14	John Anderson	Pease	8	6	-	8	6	-
15	William James	Stock fish	6	11	9	6	11	-
16	Joseph Bower	Porter	2	9	-	2	9	-
17	John Chilcott	Wine Sago & Flower	20	7	-	20	7	-
18	George Merrick	Disbursments	6	3	7	6	3	7
19	John Matthews	Mates Disbursments	9	1	11	9	1	11
20	Henry Garnett	Masts	10	7	-	10	7	-
21	Samuel Cox	Canvas	52	18	-	52	18	-
22	Patrick Higgins	Rigger	10	-	7	10	-	7
23	Timothy Brown	Painter	5	9	10	5	9	-
24	Richard Hayward	Blocks	8	9	10	8	9	-
25	William Hughs	Candles	4	2	-	4	2	-
26	James Morgan & Son	Medecines	25	16	11	25	16	-
27	Joseph Green	Surgeons Instruments	2	18	6	2	18	6
28	James Rumsey	Grocer	10	15	1	10	15	-
Carryd Forwards			864	15	5	864	8	10
[f ^{7v}] Snow Africa's Outsett Continued								
No	Amount brought forward		864	15	5	864	8	10
29	White & Protheroe	Iron Mongers	12	4	9	12	4	

⁵ Andrew Whitefield. See *Mr Hillhouse of Bristol Shipbuilder for the Navy 1749–1822* (Redcliffe Press 2010). Hillhouse had already had a tiny part in the return from the 1st voyage: caulking timber heads for 5s (£14*v*).

30	Richard Crump	Tinman	3	14	1	3	14	-
31	Benjamin Hill	Plumber	2	11	4	2	11	-
32	Winwood Harvey & Co	Iron Hoops	5	5	9	5	5	-
33	Richard Rawlins	Ship Chandler	7	8	9	7	8	-
33	Sidenham Teast	Smith	19	-	-	19	-	-
34	Sidenham Teast	Timber	30	1	6	30	-	-
35	Edward Daniel	Sailmaker	40	17	1	40	17	-
36	Smith Anderson & Co	Cordage	124	12	3	124	12	-
37	John Chilcott	Disbursements	16	14	4	16	14	4
	Portlidge Bill		111	14	6	111	14	6
	Pursership		8	8	-	8	8	-
	Coffee house Expences ⁶		-	5	4	-	5	4
						1247	2	-

Bristol 1 December 1774 Examind & Settled the above Account & allow the Nett Amount of Snow Africa & Outsett to be as above stated. Twelve hundred & forty Seven Pounds two Shillings

F 27r-27v Africa Outset Costs 1776

Owners of Snow Africa 2 nd Voyage Thomas Baker Master Sailed 5 August 1776			for Old Calabar To Sundry Tradesmen for Cost of Snow & Outsett			Dr		
	John Chilcott & Co for the Vessel at Public Auction		265	-	-	265	-	-
1	James Martin	Timber	73	10	8	75	-	-
	HilhouseShipwright							
2	James Martin Hilhouse Ditto	Labour	63	11	6	63	11	6
3	James Martin Hilhouse	Smiths Work	36	7	11	36	5	-
4	Bright Davis & Co	Cordage	129	13	9	129	4	-
5	William Daniel	Sailmaker	45	6	9	45	6	-
6	Thomas Lucas & Son Coopers,	Pork, Halling etc	109	3	8	107	10	-
7	Thomas Skyrme	Bread etc	85	11	1	85	10	-
8	John Powell & Son	Beef	90	-	-	90	-	-
9	Henry Watts	Beef	42	6	1	42	6	-
10	Richard Jolleff	Beef	25	2	-	25	2	-
11	Bush & Winpeny	Flour	12	3	2	12	3	-
12	Ann Gardner	Grocerys	12	1	6	12	-	-
13	White & Protheroe	Iron Mongers	11	19	6	11	18	-
14	Richard Hayward	Blockmaker	10	6	4	10	6	-
15	Crofts Watson Dawbney & Co	Iron Hoops	16	15	4	15	4	-
16	Samuel Cox & Brothers	Canvas	14	6	4	14	6	-
17	William Rendall Chief Mate	disbursments	15	6	3	15	6	3
18	Shapland & Broderip	Medecines	22	6	11	22	6	-
19	John Roach	Joyner	9	17	7	9	16	-
20	William Emanuell	Painter	5	17	4	5	17	-
21	Patrick Higgins	Rigger	8	12	-	8	12	-

⁶ A coffee house was often set as the place for applicants for posts to be interviewed.

22	Benjamin Hill	Plumber	4	16	1	4	16	-
23	William Lewis	An Anchor	9	14	3	9	14	-
24	Sidenham Teast	Carpenters Work on Boats	4	17	9	4	17	-
25	Sidenham Teast	Timber on ditto & Oars	4	2	4	4	2	-
26	Fry & Garratt Smiths	Work on ditto	1	12	5	1	12	-
27	Richard Crump	Tin Stores	4	7	9	4	7	-
28	James Cox	Pilot	9	11	6	9	11	6
[f27v]	Outsett continued Amount brought forward		1144	7	9	1141	8	3
No 29	Sarah Ford	Butter	6	12	8	6	12	6
30	William James	Stock fish	9	12	6	9	12	-
31	William Newton	Candles	5	15	-	5	15	-
32	Captain Thomas Baker	Disbursements	5	-	5	5	-	-
33	William Hale & Son	Braziers	4	10	5	4	10	-
34	John Farrel	Boathire	4	15	6	4	15	6
35	John Chilcott	Twine & Lines	2	11	3	2	11	-
36	William Gabbitas	Gun Smith	1	13	9	1	13	-
37	James Morgan & Son	Eating Oil	2	13	10	2	13	-
38	Richard George	Spars	3	1	-	3	1	-
39	William Sladen	ditto	1	2	-	1	2	-
40	Joseph Green	Cleaning Instruments	1	8	6	1	8	6
41	John Jones & Foundry Co	a Gun Shott etc	2	-	10	2	3	-
42	John Watkins	a Swivel	1	3	6	1	3	6
43	Ann Matthews	Cheese	1	13	9	1	13	9
44	Winwood Harvey & Co	Iron Potts etc	-	14	3	-	14	-
45	Richard Frank & Son	Earthen Ware	1	-	10	1	-	6
46	Thomas Mason	White Limeing	-	13	2	-	13	2
47	John Chilcott	Wine, Sago etc	38	14	6	38	14	-
48	John Chilcott	Disbursements	41	15	9	41	15	9
49	Thomas Roper	Mastmaker	1	7	6	1	7	6
50	Francis Daniel	Bricks	1	1	-	1	1	-
51	Richard Rawlins	Ship Chandler	3	5	5	3	5	-
	Sailors advance Wages		118	14	-	118	14	-
	Pursership		8	8	-	8	8	-
	Coffee house Expences		-	5	-	-	5	-
			1413	18	1	1410	19	11
52	John Chilcott		-	8	-	-	8	-

The sinking of the Africa

The story of the sinking of the *Africa* by the American privateer *Rover* has been published already; but only briefly.⁷ The details are of some interest.

⁷ Powell, *Bristol Privateers*, p 331; Richardson, *Bristol* III p 70.

The *Africa* sailed on her second voyage on 5th August 1776, just a month after the American colonists had made their Declaration of Independence.

The British government was slow to appreciate that the rebellion in America posed a threat to its shipping on this side of the Atlantic and underestimated the ability of the Americans to wage war at sea. This, together with the preference for avoiding the cost of preparing the Royal Navy, resulted in its being under-strength and lacking sufficient small warships to protect mercantile trade.⁸ The *Africa*, therefore, was sailing alone, rather than in a convoy of merchant ships with the protection of a warship.

American vessels arrived in European waters in the summer of 1776 and the timing could not have been worse for the *Africa*. As she set out on her voyage to Africa the sloop *Rover*, privateer of Salem, Massachusetts, commanded by Captain Simon Forrester, was already at sea. She may have been the first American privateer to arrive in European waters.⁹ By the time she neared Portugal she had already seized the *Diana* of Cork returning home from the West Indies (subsequently recaptured by HMS *Milford*) and recaptured the American vessel sloop *James* from the British (HMS *Ranger*).¹⁰

The *Africa*, less than three weeks into her voyage, encountered the *Rover* on 22nd August, 90 miles off Cabo da Roca, on the coast of Portugal and Captain Thomas Baker decided to fight off the attacker.¹¹

The action was fought at close range, apparently close enough for both captains to converse, Baker declaring that he would not be taken as long as he had a man left.¹² The engagement lasted five or six hours¹³ until the magazine of the *Africa*, caught fire and she was blown to pieces.¹⁴ Of her crew of twenty eight only three survived.¹⁵ These were three foremast men,¹⁶ picked up out of the wreckage by the *Rover* and named as James Lindsey (or Lindey), Richard Smith and James Taylor.¹⁷ Two of them were put ashore on the Algarve coast of Portugal and the third joined the crew of the privateer.¹⁸

As for the *Rover*, surprisingly she suffered no casualties at all¹⁹ and continued on her cruise, capturing four vessels in quick succession, all off the coast of Portugal.²⁰

⁸ David Syrett & William N. Still Jnr *The Royal Navy in European Waters During the American Revolutionary War*, (University of South Carolina Press, 1998) p 6.

⁹ *Ibid.*

¹⁰ W.J. Morgan (ed) *Naval Documents of the American Revolution* vol VI (Naval History Division 1972), p 298 and id. (ed) *Naval Documents of the American Revolution* vol VII (Naval History Division 1977) p.291.

¹¹ Morgan *Naval Documents* VI, p 607 citing 'Copy of a Letter from Capt Braithwaite of the *Hampden* Packet Boat dated Falmouth 20 Sept'.

¹² Morgan *Naval Documents* VII, p 710 citing 'Extract of a Letter from Bristol 23 Oct' [1776] [unknown sender] published in the *London Chronicle* 24–26 Oct 1776.

¹³ Morgan *Naval Documents* VI, p 620 'Activities of the Massachusetts Privateer *Rover*' [30 Sept].

¹⁴ Edgar Stanton Maclay *A History of American Privateers*, (D Appleton & Co 1899 first published; 2011 Cambridge University Press, reissue) p 72.

¹⁵ Morgan *Naval Documents* VI, p 607 *ibid.* p 620 citing 'Copy of a Letter from Capt Braithwaite of the *Hampden* Packet Boat dated Falmouth 20 Sept'; VI, 620 'Activities of the Massachusetts Privateer *Rover*' [30 Sept].

¹⁶ Society of Merchant Venturers, Seamen's Hospital Fund, Payments to Pensioners, Certificates for Financial Help, BA SMV/9/3/3/7/277.

¹⁷ Morgan *Naval Documents* VII, p 710.

¹⁸ Morgan *Naval Documents* VI, p 613 and note citing 'Extract of a Letter from Capt Moore, late Commander of the *Mary & James* published in the *London Chronicle* 24–26 Sept 1776.

¹⁹ Morgan *Naval Documents* VII, p 710.

²⁰ Syrett & Still *Royal Navy* p 6; Maclay *American Privateers* p 72; Morgan *Naval Documents* VI, pp 607, 613, 619–620.

The news of the *Rover's* activities off the Portuguese coast caused concern. The cost of insurance premiums rose and the merchants and insurance underwriters proposed applying to the Admiralty for regular convoys to protect merchant shipping.²¹

Among the crew of the *Africa* was William Randall (Rendell) who had signed on as chief mate for the 1776 voyage. Married at St James, Bristol in 1773,²² William left a widow and two young children. His widow, Mary, applied for assistance from the Seamen's Hospital Fund, which was administered by the Society of Merchant Venturers,²³ and was granted 2 shillings weekly and 2 guineas lying-in money, having recently given birth to her second child. On 16 Dec 1776 she was described, in the document, as being 'very nigh her time' and, by 19 Mar 1777, as 'lately lain in'. William may not have known his wife was expecting another baby when he set sail on the *Africa*.

***Africa* Documents List**

Those printed in bold are given in full above; to access transcriptions of the others see p 8.

f 1v India & Manchester goods, unpriced list

f 2r–3v Invoice of Trade Goods, with equivalents in Barrs

f 4r Captains receipt for trade goods 13 October 1774

f 4v–5v Owners Instructions to Captain, acknowledged 13 October 1774

f 5v Owners to Captain and agents in St Vincent on sale of slaves 6 March 1775

f 6r Blank

f 6v Portlidge Bill

f 7r–7v Tradesmen for Outset Costs

f 8r–8v Tradesmen for cargo of trade goods

f 9r Cargo costs apportioned to partners

f 9v–13r Partners' accounts

f 13v–15r Inset Accounts

f 15v–18r Partner's inset accounts

f 18v–19v Receipts of partners for share of slave sales

f 20r–23r Invoice of Trade Goods for 2nd voyage

f 23v Captain's receipt for trade goods 4 August 1776

f 24r–25r Instructions to Captain 1 August 1776, acknowledged 4 August 1776

f 25v Blank

f 26r List of Provisions and Stores, unpriced

f 26v Portlidge Bill

f 27r–27v Tradesmen for Outset costs.

f 28r–28v Tradesmen for cargo of trade goods

f 29r–33r Partner's shares of Outset account

²¹ Morgan *Naval Documents* VI, p 607.

²² Marriage of William Rendall and Mary Lovegrove, St James 10 Jan 1773, BA P/St J/R/3/c.

²³ Society of Merchant Venturers, Seamen's Hospital Fund, Payments to Pensioners, Certificates for Financial Help, BA SMV/9/3/3/7/277.

THE *FANNY* AND THE *TRITON*

These two are discussed together because they make such an interesting comparison. They were similar vessels and both plied across the Atlantic in the years 1777 to 1789. In the first half of this period, Britain was at war with the American colonies and the two sets of owners adopted different policies to deal with this. But this by no means accounts for the difference in outcomes, which became even greater after the war. We have therefore framed the discussion as a point-by-point comparison of their respective stories with some conclusions; and the usual full listing of all documents for each follows at the end.

Both sets of accounts¹ are paginated not foliated, and references are given as Fp *n* and Tp *n* respectively.

The Vessels

Both were Snows, with two mainmasts and of about 100 tons burden. The *Triton* was indeed registered for its Letter of Marque as 100 tons – but then she was also registered with a crew of 30 which she never came near.² Moreover both seem to have been acquired in 1777 for about the same amount: the *Fanny* for £1358 7s 5d and the *Triton* £1304 19s 8d (Fp 5, Tp 8). “The *Fanny* is quite a new Vessell,” the owners said when they insured her for her first voyage (Fp 3). And we should read ‘quite’ as ‘altogether’ not ‘fairly’, for the Captain’s report on her voyage to Russia implies that she was new built, presumably for the owners.³

the Ship Saild Extremely well in the Trim I Imagind Suted best Agreeable to the Construction of her Bottom, which Answerd the Purpose in Such a manner that, She out Saild Every Ship that we Saw in the Channel, both Light and Loaded, but when the wind Came to the Northward and we was Obligd to turn to windward, when there was any [thing] of a Sea, She would not S[t]ay; this was of Such Consequence that we was obligd to alter her trim, by bringing her more by the head; this in Some measure answerd the Purpose Intended, but now She Sails no faster then any Common Vessel. what a Pitty it is that So fine a Vessel as this Should be Crampd In her Sailing for want of her mast being Properly placd’

However, the very large outfitting costs for the *Triton* immediately after the purchase suggest that she was not in great condition. A good part of the high price may have been her armaments: 12 guns and 6 swivels as registered. Each was sold at the end of our period for the same amount, £900 (Fp 176, Tp 145).

We found nothing on the previous or subsequent history of either vessel.

¹ *Fanny* is BA: 12162; *Triton* is BA: 39654/3.

² Listed in Powell, *Bristol Privateers*, p 299, though we have not been able to confirm this in TNA on line.

³ Capt William Olive to Samuel Munckley, Elsinore May 29th 1777 BA: AC/MU/1/41.

Owners

The *Fanny* was owned by Samuel Munckley, Ship's Husband ($\frac{1}{2}$) with Captains Richard Twine and Thomas Richards, Mr George Gibbs and Mr James Richards ($\frac{1}{8}$ each). Captain Richards died at the end of the period but his share was divided between other partners and no new partner was brought in (*Fp* 160). None of them seem to have invested in slaving voyages.

The *Triton* was owned at first by a consortium of three: Messrs Lowbridge & Richard Bright $\frac{7}{12}$ ⁴ and Ship's Husband throughout; Messrs Bush, Elton & Bush $\frac{3}{12}$; & William Mattocks the Captain $\frac{2}{12}$. From 1782, when Mattocks ceased to be Captain, the owners appear simply as Lowbridge & Richard Bright $\frac{3}{4}$ and Bush, Elton & Bush $\frac{1}{4}$. Bush, Elton & Bush did have slaving interests.⁵

The Period

The American War of Independence had begun in 1775. France joined America and British shipping was in great danger from both, though a convoy system was soon adopted. Peace was made in September 1783. The *Fanny*'s 7th voyage and the *Triton*'s 5th were concluded before this date and are classified here as War; while their next voyages began after and are classified as Peace.

Captaincy

Thomas Richards captained the *Fanny* throughout the war and for the first voyage after.⁶ He became ill and made his will in January 1786 before embarking on the *Fanny* as a passenger for the sake of his health. But he probably died on this journey and his widow Martha disposed of her share.⁷ Thereafter the captain was John Devonish, who seems to have been Richards' brother-in-law. Devonish got married perhaps on the strength of his command.⁸

William Mattocks commanded the *Triton* till 1782.⁹ He was succeeded by James Henderson. Henderson was very likely the commander of the *Dimsdale* which had been taken by the Americans in 1781;¹⁰ and of the *Druid* in 1790.¹¹ John Honeywill commanded the 1787–8 voyage.¹² James Jolly¹³ was the last, after long service as Chief Mate on the *Triton* and then the *Sybil* (*Tp* 124).

⁴ At first, for unknown reasons, shown as one lot of $\frac{6}{12}$ and one of $\frac{1}{12}$. L & R B alone usually signed as 'Owners'.

⁵ Richardson, *Bristol* IV pp 100, 109, 111.

⁶ He appears to have been discharged in Barbados on the 7th voyage, 1782–3, and John Sims captained her home. But Richards was back for the next voyage. BA: SMV 9/1/3/9.

⁷ Will PCC PROB 11/1157/80, proved 11/9/1787; last voyage see *Fp* 153, 154.

⁸ St Mary Redcliffe, Bristol, December 6 1787, BA: P/St MR/R/3/c.

⁹ He had married Ann Rodway at St Leonard, Bristol December 12 1766 (BA: P/St L/R/2/a). Their son William was baptised 6/3/1771 (BA: P/St Aug/R/1/f) and apprenticed to the merchant Walter Jacks in 15/8/1787 (BA: 04356/15). His will was made 18/11/1785, and proved 24/10/1786, leaving all to wife and son (PCC PROB 11/1146/317).

¹⁰ Powell, *Bristol Privateers*, p 294.

¹¹ See Section 8.

¹² Married Mary Maies St John Bedminster, 4/8/1785 (BA: P/St JBed/R/3/3).

¹³ Married Elizabeth Tilly St Philip & Jacob, Bristol, 1/1/1785 (BA: P/St P&J/R/3/b). Buried St Mary Shirehampton 22/10/1831, aged 73 (BA: P/St MS/R/4/a). Will written 10/9/1813, proved 22/11/1831 (PCC PROB 11/1791B/372).

Having experienced your good conduct as Mate of our Ship Sybil for several Voyages we have thought it right as a Reward for your services, & an encouragement to others who may be under like circumstances, to appoint you to the command of our Ship Triton.

None of these captains seems to have ever commanded a slaver or a privateer.

Voyages

The first voyage of the *Fanny* was to St Petersburg, and made a substantial loss: nearly £1000 even after setting aside the assumed purchase costs. There was apparently no outward freight or merchandise; and indeed a payment was made for ballast. The sole revenue, a mere £185, was the freight on an import consignment which was nothing to do with any of the partners, although the owners still insured the goods. One might well imagine some secret and illegal outward cargo, but there is not a hint of anything of the sort in the accounts. Indeed the owners specifically warn the captain (*Fp 1*):

We strictly forbid your carrying on any illicit Trade & we beg you to prevent the same amongst your Officers & People, as a small Quantity of contraband Goods may endanger your Vessell & Cargo.

If we are right that the vessel had been newly built for the partners, then perhaps this voyage was justified as an extended sea-trial, with the owners lacking the confidence to risk cargo as well as freight. It is anyhow an anomaly as well as a mystery and is omitted from the subsequent discussions and analyses.

With this exception, both vessels plied to the West Indies and back to Bristol. The *Fanny* usually sailed to Barbados, occasionally via Madeira; while the *Triton* sailed always to Jamaica, sometimes via St Kitts. On her 7th voyage 1782–3, the *Fanny* went to Jamaica, as conditions in Barbados were reported very unfavourable (*Fp 98*). It is interesting that although it was a speedy voyage, the returns were the worst she ever made: and that next year the insurers supplied a discount for *not* going to Jamaica (*Fp 116*).

Jamaica is further than Barbados from Bristol: even today flights take 9 and 8 hours respectively. In the war period turn-round times seem more or less consistent with this, the *Triton's* being three weeks longer. But post-war times differ hugely: the *Fanny* recording two very fast times and the *Triton* two exceedingly slow ones (7th, 415 days from May 7th 1785; and 8th, 461 days from March 22 1787).

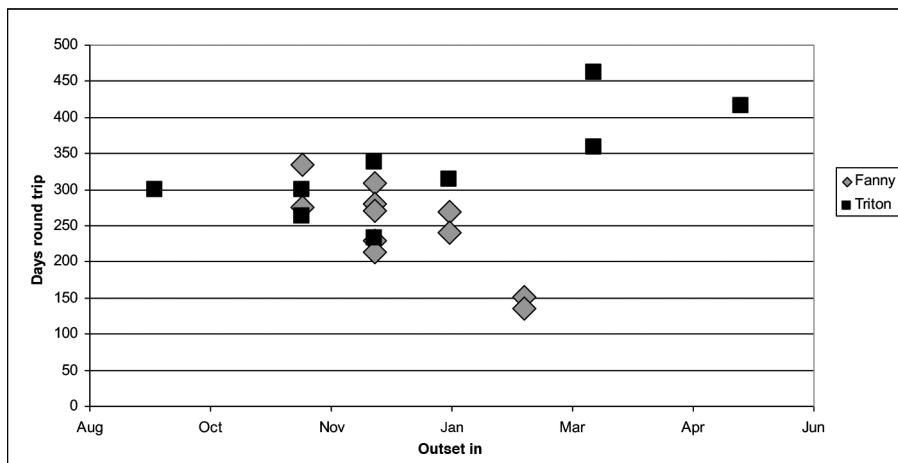
Days Round Trip	War			Peace			All
	Min	Max	Average	Min	Max	Average	Average
Fanny	229	335	283	135	271	203	246
Triton	233	358	306	263	461	397	331

The voyages have been taken from the date of the Instructions to the Captain, or the Captain's acknowledgement, to the general discharge date in the Society of Merchant Venturers' Muster Rolls.

The main reason for the *Triton's* long voyages would seem to be the combination of late setting out, along with the Jamaica destination. The Table below shows the relation of round trip time to outset time and the *Triton* registers the only three voyages of over a year for the only three voyages setting out after February. The significant background

is that Jamaica is in the heart of the hurricane zone, with a peak time in August and September. So it looks as though the *Triton* hit trouble on these late voyages, very probably requiring extensive work and delay in Jamaica. This in turn made it difficult to get back in time for a good start next year: note the interval between the 7th and 8th voyages.

Barbados is only on the edge of the zone. This, with the shorter distance, meant that sailing times got better for the *Fanny* the later she left. But she never tempted Providence by leaving as late as the *Triton* did.



War Measures

During the war with the American colonies, both sets of owners rightly directed their captains to travel under naval convoy (see Section 9 for an account of such sailing). Apart from this the *Fanny* owners relied on very heavy insurance. But the *Triton* sailed under a Letter of Marque and with an enlarged crew. As the owners said (*Tp* 5).

we do not intend by furnishing you with a Commission or Letter of Marque, that you are to Cruze in search of prizes, or endanger your Ship in any degree, by endeavouring to take any Vessell you may see. All that we intended by it is that you may be entitled to a share of any prize that may be taken, when you are in company, or that if you should be attacked by an Enemy, & you & your People defend your Ship Manfully, & take your Antagonist, that you may be entitled to the prize, as a reward for your bravery.

The *Triton* policy was undoubtedly cheaper: their wages came to some £16 a month more than the *Fanny*'s: between £500 and £600 over all. (The Letter of Marque itself cost only £21.) Insurances on the *Fanny* and her cargoes on the other hand came to over £2,000 over the war period.¹⁴ This was about £380 per voyage, while the *Triton* spent only about a third of that on extra wages. However it seems possible that freight customers derived much more security from the insurance than from the defence measures.

¹⁴ In fact the last voyage was begun in December 1782 when peace negotiations were already under way, and insurance was accordingly already substantially reduced. The *Triton* however sailing the same month still carried a maximum crew of 24.

Peace of mind was all the benefit that either party did obtain, since neither vessel was involved in any action.

In peace time, the *Fanny's* premiums were much lower at an average of £66 per voyage. If the £348 5s recovered on voyage 10 after grounding was a net insurance gain, then it was more than all the post-war premiums paid. Meanwhile the *Triton* seems to have included small insurance premiums in the invoices of goods shipped but never to have insured their ship at all.

Owners' returns

Here is a summary of the Owners Returns

	Expenses		Revenue		Net		
	<i>Fanny</i>	<i>Triton</i>	<i>Fanny</i>	<i>Triton</i>	<i>Fanny</i>	<i>Triton</i>	
War	10124	9723	12304	11729	2179	2007	Total
	1687	1945	2051	2346	363	401	Average
Peace	4448	5694	6941	5411	2493	-283	Total
	890	1423	1388	1353	499	-71	Average
All	14572	15416	19244	17141	4672	1724	Total
	1325	1713	1749	1905	425	192	Average

The various elements of these outcomes will be discussed in full below. But it is worth noting another way of looking at these figures. The majority of the merchandise carried as freight on the outward runs was consigned by or to partners in the ownership; and we may assume that this was true also of Inward Freight. On this basis the net returns can be seen as net savings on the merchandise sent out by partners as Freight. So we might restate the overall returns like this:¹⁵

	(1) Costs		(2) Outside Earnings		(3) Effective Freight = (1) - (2)		(4) Nominal Freight Paid to themselves		(5) Savings (4) less (3)	
	<i>Fanny</i>	<i>Triton</i>	<i>Fanny</i>	<i>Triton</i>	<i>Fanny</i>	<i>Triton</i>	<i>Fanny</i>	<i>Triton</i>	<i>Fanny</i>	<i>Triton</i>
All	14572	15416	1728	6970	12844	8446	17409	10171	4565	1724
Total	1325	1713	157	774	1168	938	1583	1130	415	192
Average										

Either way of course, the *Triton* did rather better than the *Fanny* in war, and very much worse in peace. But this way of presenting it reminds us that neither vessel was a self-contained business. Each was incidental to the main overseas trading business of the partners concerned.

Analysis of the differences is obscured by the large weight in all accounts given to accounts with the current captain, which may be net costs or Disbursements or net revenues, but either way may contain something of the other before the net rendering to the owners. Similarly the bills supplied by West Indian agents are net of costs such as duties paid, crew payments and outfitting. However a look at the presented revenues and costs is nevertheless of interest.

¹⁵ The same agents would collect the sales money and purchase return merchandise for the partners concerned, seeking outside freight for the spare room. In the first table, we have assumed that the partners had the same share of inward as of outward freight. But even if not, it would make no difference to the net result as per second table: eg £10 more of freight paid to themselves (4) would mean £10 less of Outside Freight (2) so the Effective Freight (3) would also be £10 more and the Savings (5) would be the same.

Outset Costs

The Outset Costs are taken from the amounts actually paid to suppliers in the Outset Accounts. Our analysis shows this:

	Total		Average	
	Fanny	Triton	Fanny	Triton
Fitting & Stores				
War	2012	3329	335	666
Peace	2109	1643	422	411
All	4120	4972	375	552
Handling				
War	302	262	50	52
Peace	283	269	57	67
All	585	531	53	59
Crew & Provisions				
War	3384	3435	564	687
Peace	1430	1637	286	409
All	4814	5071	438	563
Arms				
War	86	132	14	26
Peace	-9	0	-2	0
All	78	131	7	15
Insurance				
War	2655	0	442	0
Peace	-16	-20	-3	-5
All	2639	-20	240	-2
Fees				
War	802	446	134	89
Peace	355	352	71	88
All	1157	798	105	89
Disbursements				
War	883	2119	147	424
Peace	297	1813	59	453
All	1180	3933	107	437
Total				
War	10124	9723	1687	1945
Peace	4448	5694	890	1423
All	14572	15416	1325	1713

‘Fitting’ includes work done in dock and ships stores taken to sea in Bristol. Not only is it impossible to tell how much Cordage, say, was actually used before departure, but even at the time it was a matter of judgment whether this or that item should be replaced immediately or merely supported by spares. It also includes some payments to members of crew for fitting out work. No Caribbean fitting costs can be identified.

'Crew' includes payments to wives but must exclude payments in the Caribbean which were included in the agents' or the captain's accounts. The effect of the *Triton's* extra crew in war-time can be seen, but actual numbers and rates of pay are discussed further below. The owners of the *Fanny* paid out £155 for the clothing and boarding of apprentices over the entire period; but nothing of this sort can be found for the *Triton*. 'Provisions' includes all apparently for the use of the crew on voyage, mostly food but including medicines and candles.

'Arms' is surprisingly small for the *Triton* with her Letter of Marque and extra men, which reinforces the conjecture that she was bought with a very full complement of guns and ammunition. Of course she never fought; and it does not appear that she engaged in much of the gunnery practice that she should have if she was to defend herself effectively. The *Fanny* actually sold off a few armaments after the war, but the *Triton* did not on any similar scale.

'Dues' are all sorts of fees and payments for services. What the accounts show merely as Disbursements by Captain or Mate are classified as Dues if they are small in amount. It is interesting that neither vessel ever seems to have been subject to anything significant by way of Customs Duty. This would indicate that the inward freight was Sugar rather than Tobacco; and no accounting entries suggest otherwise.

The main difference then in the *Triton's* greater costs would appear to be outfitting at the Bristol end, and it seems likely that the *Triton's* extra long voyages also involved considerable refitting in the Caribbean. Whether in Bristol or the Indies, the extra fitting costs seem likely to result from the *Triton's* exposure to worse weather.

The Crews

Throughout the period, the *Fanny* shipped a sailing crew of between 14 and 19 men (and boys) including the Captain. But during the war with the American colonies, the *Triton* maintained a crew of 21-24, scaling down to 15 -16 with the peace. The differences during the war and the similarities after are summarised in the following table:¹⁶

Averages per voyage	Crew numbers		Pay per head		Wages per month	
	<i>Fanny</i>	<i>Triton</i>	<i>Fanny</i>	<i>Triton</i>	<i>Fanny</i>	<i>Triton</i>
1777-83	18	23	2.93	3.10	69.80	53.50
1784-89	15	16	1.98	1.95	30.83	30.53
1777-89	17	20	2.50	2.59	52.48	43.06

Both paid significantly higher rates during the war. Sailors doubtless expected compensation for the higher risks, of injury, of capture, and of impressment. Indeed eleven of the *Triton's* crew were pressed in 1781 (*Tp* 62). Fees for procurement and crimpage also feature in the war years for the *Fanny*. Not explicitly for the *Triton*, but 'disbursements' by captain or mate might well include them.

Earnings

The earnings for both vessels were made up of Freight and related charges for goods shipped on behalf of third parties, and net gains on the goods sent out on behalf of the owners. As noted above, most of the freight was consigned by or to partners, and it is likely that the normal procedure was: first, to take on or assign space to consignments

¹⁶ These are all taken from the Portledge Bills which typically record changes in Cork on the outward voyage, but not subsequently.

in which partners were concerned; then to seek other freight; and finally for the Ship's Husband to fill the remaining space with goods on the owners' account.

This merchandise on the owners' account was not to fill any order, and was assigned to the Captain to sell, but doubtless with the assistance of the agents. The agents would also do the main work in buying goods for return. But the agents' own accounts are not given for either vessel and all we have is bills representing the net outcome of sales, purchases and expenses.

For Freight, whether on behalf of partners or outsiders, and for owners' cargo, we have detailed manifests for the outward run and nothing for the return. The items exported are a mix of cheap manufactures including tools and clothing, building supplies and foods like pork and beef, and indeed Tobacco. The Caribbean islands were clearly very limited in domestic production.

Return freight is not usually specified but the Inset accounts show the proceeds for imports sold. These indicate that Sugar was the principal import (though other items like Ginger were worth more for their weight).

Documents

We print the main financial accounts for two Atlantic voyages of each vessel in full but omitting most detailed sub entries. The 4th and 9th voyage of the *Fanny* are fairly representative of her dealings in war and peace. The *Triton's* 4th voyage is likewise typical of her war-time work. No voyage is typical for her in peace so we have chosen the most remarkable, the 8th: longest voyage and worst outcome. And whether representative in content or not, the documents assembled for each vessel are so similar in organisation that we believe this selection will enable any researchers to judge whether the material they seek is likely to be found elsewhere; and where to look for it.

Fanny Documents

Fp 36 Fanny 4th Voyage Invoice of goods on Owners' account

Bristol 27 th December 1779					
Invoice of sundries shipt by Samuel Munckey on board the Fanny Thomas Richards Master for Barbados for Account & Risque of the Owners of said Ship & consigned to said Captain Richards					
R	70 Chests French Nice Sope ¹⁷ Nett 113 Cwt 3.27 @	£319. 3. 6			
56/-					
	Coopering & halling	2.18. 4	£322	1	10
<M>1 to 60	60 Firkins Butter Nett 33 Cwt 2.7 at 47/6		79	14	3
Hellicar 1@	200 Barrels Superfine Flour Nett 493 Cwt 3.1 @ 14/-		345	12	7
WB 1 to 20	20 Barrels White Bread Nett 26 Cwt 2.20 at 22/-	£29. 6.10			
	Casks & Packing	4. 6. 6	33	13	4
B ₁ 1 to 20	20 Barrels Brown Bread Nett 35 Cwt 1.15 at 10/-	£17.13.10			
	Packing	- . 9. -			
	Casks	4. . . -			
	Halling	0. 5. 2	22	8	-
21 to 30	10 Barrels Brown Bread Nett 16 Cwt 1.11 @ 12/-	9.16. 2			
	Packing	- . 4. -			
	10 Casks at 4/-	2. . . -			

¹⁷ I.e. French soap which was much prized because it was made from oil, not tallow like English soap.

	Halling	0. 2. 7	12	2	9
SF 1 to 20	20 Barrels Fine Flour Nett 41 Cwt 1.- @ 13/6		27	16	10
SM	64 Firkins Butter Nett 35 Cwt 1.14 at 52/-		91	19	6
SF	14 Barrels Pork at 60/-		42	-	-
	299 Barrels Pilchards at 18/-		269	2	-
H	7 Barrels Herrings at 21/-		7	7	-
SB 2	1 Box Candles Nett 5 Dozen 1 Lb at 7/6	£1.18. 1			
	Box	- . 2. -			
		£2. 0. 1			
	Deduct Drawback	- . 5. -	1	15	1
	To Entry, halling, shipping & Bills lading		6	3	-
	To Freight		279	7	10
			£1541	4	-

Fp 37–38 Fanny 4th Voyage Owners' Instructions to Captain

Captain Thomas Richards

Bristol 27th December 1779

We continue you in the Command of our Ship Fanny in which you are One Eighth part concern'd, & our orders are that you proceed with the first fair wind & favorable opportunity to Cork where you are to take the benefit of the first West India Convoy & proceed with your Ship to the Island of Barbados - What money you may have occasion for at Cork for the Disbursements of your Ship you will apply to Messrs Cuthbert & Hare for who will have the necessary directions to supply you and your Bills on us for the same shall meet due honour – We presume the sum will be but trifling as we have put on board Provisions here – we recommend your being as frugal as you can consistently – On your arrival at Barbados you will endeavour to dispose of the Goods consigned you for our Accounts as per Invoice herewith delivered you amount £1541.4 – which we hope from the assortment will meet a ready & advantageous sale For the proceeds you will be pleased to remit us in good Bills of exchange or Sugars which you find most convenient – As to Sugars we would prefer Claiids if such can be met with as they are in general good weights & hold out in Weight better than Muscovado but this we must leave to your discretion – we hope the freights home will not be lower than last year - You will compleat your Business as fast as you possibly can in order to take the benefit of an early convoy to England – You are to lay on your Ship for this Port & we hope you will readily procure an early load for this place whither you are to return for the Conclusion of your voyage – We beg your attention to your outstanding Dependencies & we hope you will be able to compleat the collection of them entirely – We presume you will not forget the little matters outstanding at St Kitts – If you can make part of your remittances in Ginger we should be well pleased if the price is not too extravagant – We hope you will be able [to] get a good parcel of this article on freight as it is convenient for stowage – We have no doubt but that you will endeavour to make your remittance as compleat as possible & not leave much if any thing outstanding – We beg you to be very careful of your Cocketts & to conform in every respect to the several Acts of Parliament respecting Ships trading to the West India Islands – We strictly forbid your [*Fp 38*] carrying on any contraband or illicit trade at your peril & we think it more necessary to caution you against more than ever as the late Act of Parliament against smuggling

however strict may still be extended to Ships if it should be found insufficient to answer the purpose intended, & that at a time when it may not be possible to apprise you of the consequences – We therefore repeat to you as well for your own sake as for ourselves that we strictly forbid your carrying on any contraband trade in the smallest degree & you are to the utmost in your power prevent the same among your Officers & People in order that we may be kept out of difficulties & to prevent any hazard to yourselves – You are likewise to avoid buying any small Casks of Rum for presents or on any other Account as the same is attended with much trouble & perhaps hazard

For the negotiation of this voyage you are to have your usual wages & Privilege – In case of your Mortality, which pray God prevent your Chief Mate Mr William Fuss is to succeed you in command & follow these our orders only in that case the sale of your cargo & remittance for the same is to be made by your Attorney or by appointment under your hand – We wish you a good voyage & are Sir Your Assured friends etc
SM, RT, GG, JR

You will bring Certificates to discharge the Bonds given here for Wine & Irish Provisions

Received 29 December 1779 the Original Orders of which the above is Copy which I promise to observe, also Ships Register, Meditereanean Pass, Plantation Certificate, Light Bills, Clearing Bills etc
T Richards

Fp 39–43 Fanny 4th Voyage Manifest of Freight Outward

Advance and Primage fees as detailed are not printed but included in the main entry

Freight List for the Ship Fanny Thomas Richards Master for Barbadoes – her 4 th Voyage									
Shippers	to whom Consigned	Mark & Numbers	Quality of Goods						
David Lewis	T Richards	<L> 1 to 60	60 Barrells Flour weight 143 Cwt 1.26 at 2/-		£14. 6. 11				
		L 1 to 20	20 Casks Porter 205½ dozen @ 1/3		12.16.10		£48	15	3
J Mullooney & Co	Ditto	<M> 1 to 150	150 Barrells Flour 253 Cwt 0.23 at 2/-		£25. 6. 5				
			12 Firkins Tongues at 1/-		0.12. -		46	9	10
John Nash	Ditto	<N> 1 to 20	20 Barrells Bread 24 Cwt 3.18 at 4/-		£4.19. 7				
		21 to 40	20 Basketts Cheese 10 Cwt 1.25 at 3/-		1.11. 5		11	15	-
S Munckley	H Gibbes	I ^H 1	1 Truss Worsted Caps etc 4½ ft at 1/-		£0. 4. 6				
		1&2	2 Boxes Candles	1 Cwt 3. 9 @ 3/-					
		3	1 Box Soap		0. 5. 6				
		4	1 Keg 0 Cwt 2.14 @ 2/6		0. 1. 7				
		H	6 Barrells Herrings @ 4/-		1. 4. -		3	4	9

Ditto	William Pinder	SM 1&2	2 Casks Bottled Liquor					
		GE 1&2	2 Casks ditto	94 Dozen				
		WP 1&2	2 Casks ditto	11 Bottls	£5.18. 8			
		LM 1	1 Cask ditto	@ 1/3				
		RB 1	1 Cask ditto					
		BN 1	1 Cask ditto			10	12	10
Ditto	A Cumberbatch	A _x ⁴ C _x	1 Cask Bottled Liquor 12 doz @1/3		£0.15. -			
			1 Baskett & 1 Box Cheese		-			
		1 to 4	4 Boxes Candles 2 Cwt at 3/-		0. 6. -			
		5	1 Keg Tallow 0 Cwt 2.8 @ 2/6		0. 1. 5	2	1	8
Ditto	James Piggott	F _x ⁴ P _x 1	1 Trunk Shoes 6 ft @ 1/-		£0. 6. -	-	13	-
			Carried over			£123	12	4
[Fp 40]	to whom	Mark &	Brought over			£123	12	4
Shippers	Consigned	Numbers	Quality of Goods					
S Munckley	Joshua Gittens	‡ ₀ ^P C 1	1 Truss Linen 4 ft 10 at 1/-		£0. 4.10			
			1 Baskett Cheese					
			1 Casks Hams		0. 5. -			
			1 Keg Tongues			-	19	8
Ditto	Paul Bedford	PB 1	1 Truss Woollens 10 feet @1/-		£0.10. -			
		1	1 Truss Oznabrigs 10 feet @1/-		0.10. -			
		1 to 5	5 Basketts Cheese 2 Cwt 2.26 @3/-		0. 8. 2			
		1 to 12	12 Kegs Vinegar 98 Gallons @3d		1. 4. 6			
		1 to 10	10 Boxes Candles 5 Cwt 0.15 @3/-		0.15. 4			
		1 to 5	5 Barrells flour 12.2.1 @2/-		1. 5. -			
		1 to 10	10 Barrells Bread 9.0.13 @4/-		1.16. 6	11	12	3
Ditto	J H Barrow	HHB	1 Bundle	Leather				
		1 to 4			£1.12. -			
			3 Cases	32 ft @1/-				
		5	1 Cask Rosin 1 Cwt at 2/-		0. 2. -			
		6 & 7	2 Coils Rope 2 Cwt 2.25 at 2/-		0. 5. 5	3	11	5
Ditto	E Cox	E _{xx} ⁴ C 1	1 Bale Oznabrigs	16 ft				
		2 & 3	2 Trusses Pennistones	@1/-	£0.16. -	1	10	6

Ditto	G James	G ₃ 1	1 Cask Nails	£0. 4. -			
		2	1 Cask Ironmongery				
		3	1 Box Harness	0. 2. -			
		4	1 Truss Straining Cloth 2½ feet	0. 2. 6			
		5	1 Cask Tin etc 1 Cwt 2.- at 2/-	0. 3. -			
		6	1 small Box Containing a Clock	0. 1. -			
		7 & 8	2 Trusses Woolens 18 ft @ 1/-	0.18. -			
			1 Sheet Lead 6 Cwt 3.14 @ 1/6	0.10. 3			
			1 Box Stationery				
			3 feet	0. 3. -			
			1 Truss Caps				
			12 Barrells Herrings @ 4/-	2. 8. -			
			25 hogsheads Packs at 3/-	3.15. -			
			500 Wood Hoops	1.15. -			
			1 Mill Case 9 Cwt 1.25 @ 3/-	1. 8. 5			
			1 Baskett Pump Boxes 1	0. 2. 6			
			Bundle Leather		20	17	4
			Carried over		£162	3	6
[Fp 41]	to whom	Marks &	Brought over		£162	3	6
Shippers	Consigned	Numbers	Quality of Goods				
S Munckley	J Hothersall	HHP 1	1 Cask Hoes 9 dozen at 9d	£0. 6. 9			
		2	1 Cask Hoes 6 dozen Horseshoes	0. 4. -			
		3	1 Bdle quantity a Coopers Jointer	0. 2. -			
		4	1 Truss Oznabrigs 4 ft 4 @1/-	0. 4. 4			
			1 Box Soap 1 Cwt	0. 3. -			
			1 small Box Glassware	-	1	17	6
Ditto	J Maynard	F _{xx} ⁴ MF 1 to 2	2 Trusses Wollens 15 ft 4 @ 1/-	£0.15. 4			
					1	9	4
Richard Cannington & Co	Salmon & Ostrehan	S _{xx} ⁴ O 1 to	14 Boxes Flint Glassware 99 ft at 1/-	£4.19. -			
			30 Boxes Window Glass 100 feet each 1/6	2. 5. -		12	18 3
S Munckley	Paul Bedford	H	10 Barrells Herrings @ 4/-	£2. -. -		3	11 9
J Richards	J Hawkes worth -	HH 1 to 40	40 Barrells Flour 95 Cwt 2.9 at 2/-	£9.11. 2			
		1 to 20	20 Barrells Bread 26 Cwt 1.7 @ 4/-	5. 5. 3			
			20 Barrells Pork @ 4/-	4. -. -	33	15	1

Ditto	T Richards	PH	2 Boxes Window Glass	at advanced freight	£0. 7. 6			
			1 Bundle Sad Irons					
		GS	1 Box Ironmongery, advanced freight		0. 5. -			
		MM 1 to 10	10 Barrells Bread 13 Cwt 1.9 at 4/- £2.13. 5					
			20 Barrells Flour 45 Cwt 1.20 @2/-4.10.10					
		TR 1 to 3	5 hogsheads Beans & Oats at 1 £3.15. -					
		WP	1 Truss Twine freight 10/-		0.12. 6	21	-	2
			Carried over			£236	15	7
[Fp 42]	to whom	Marks &	Brought over			£236	15	7
Shippers	Consigned	Numbers	Quality of Goods					
T Howe	Salmon & Ostrahan	SO	10 Kegs White Lead 5 Cwt at 2/-		£0.10. -			
			50 Jugs Oil at 1/6		3.15. -			
			1 hogshead Lampblack		0.15. -			
			5 Boxes Drugs 24 ft @ 1/-		1. 4. -			
			1 Jar Turpentine Oil 5 Gallons		0. 2. 6			
			1 Bag Glue		0. 3. 6			
			1 Keg Apothecary ware		0. 4. -	12	-	4
A Hellicar & Son	T Richards	H _p S 1 to 14 HS 1 to 18	32 Casks Bottled Liquor 331 Dozen at 1/3		£20.13. 9	37	2	1
S Osborne	Attorneys J B Harris	HBH	7 half Barrells Beef	at 2/-	£1. 2. -			
			4 ditto Pork					
			6 Boxes Cheese 1 each @ 1/-		0. 6. -	2	11	6
Turner	T	T & T 1 to	50 Barrells Flour 109 Cwt 2.20. - at 2/-		£10.19.10			
& Teye	Richards	R 4.5.10	3 hogsheads Beans	at 15/-	3.15. -			
		8.9	2 hogsheads Oats			26	8	9
Joseph Smith	Ditto	Hellicar 201 to 400	200 Barrells flour @4/6		£45. -. -	80	14	4
Jonathan Nash	Ditto	TR 1 to 10	10 Casks Bottled Liquor 10 dozen at 1/3		£6. 7. 6	11	8	8
T Laurence	Ditto	TR 1 to 3	Cases Shoes etc 11 ft 4 @1/-		£0.11. 4	1	2	4
G Winter	J Harris	HH	4 Hampers Bottled Wine 8 Doz 1/6		£0.12. -	1	3	6
			Carried over			£409	7	1
[Fp 43]	to whom	Marks &	Brought over			£409	7	1
Shippers	Consigned	Numbers	Quality of Goods					
J Morgan	J Morgan	HM	10 Kegs Vinegar 50 Gallons @3d		£0.12. 6			

		MM	10 Kegs Grutts ½ Bushel each at 1/-	0.10. -			
			10 Kegs Pease, ditto at 1/-	0.10. -			
			10 Kegs Bread, ditto at 1/-	0.10. -	3	16	10
Vigor & Stephens	Mary Mose		5 Boxes Glassware 36 ft @1/-	£1.16. -	3	5	6
Turner & Toye	Thomas Richards	TR 1 to 3	100 Half Bushel Kegs Split Pease @ 1/-	£5. -. -	8	19	4
Culliford & Usher	Ditto	SF	3 Cases Haberdashery ware 20 ft 4 at 1/3	£1. 5. 5	2	6	11
S	Ditto	SF	14 Barrells Pork @ 4/-	£2.16. -			
Munckley & Co			299 Barrells Pilchards @ 4/-	59.16. -			
			20 Barrells Flour 41.1. @ 2/-	4. 2. 6			
		SM	64 firkins Butter @1/6				
		<M>	60 Ditto	9. 6. -			
		H	7 Barrells Herrings @ 4/-	1. 8. -			
		Hellicar	200 Barrells Flour 493.3.1 @ 2/-	49. 7. 6			
		WB	20 Barrells Bread 78Cwt				
		B	30 Barrells ditto 1.18 @ 4/-	15.13. 7			
		R	70 Chests Sope 114 Cwt @3/-	17. 2. -			
		SB	1 Box Candles	0. 1. 6			
				£159.13. 1			
			Advance	119.14. 9	279	7	10
					£707	3	6
			3 Passengers at £6		18	-	-
					£725	3	6
			deduct G Winter's Freight being stores for a passenger		1	3	6
			To be received in Barbadoes		£724	-	-
Richard Frank & Co	Mary Mose	MM 1 to 4	4 hogsheads Earthenware at 15/-, Advance, Primage Insurance 10 Guineas per Cent				
Creditted by Capt Richards in his Account with 4th Voyage ¹⁸				£5.18.10			

Fp 44 Fanny 4th Voyage Invoice for Pilchards outward on Owners' Account

29 December 1779 Invoice of 60 Barrells Pilchards shipt by Samuel Munckley onboard the Hope John Sims Master for Barbadoes for account & Risque of the Owners of the Fanny & consigned to Captain Thomas Richards			
60 Barrells Pilchards at 18/-	£54	-	-
To Entry, Halling, Shipping & Bills Lading	1	1	-
To Freight & Primage	21	9	-
	£76	10	-
Captain Thomas Richards		29 December 1779	
Above you have Invoice & enclosed Bill of lading for Sixty Barrells Pilchards shipt for account of the Owners of the Ship Fanny onboard the Hope Captain Sims which you will please dispose of in the best manner & make them the necessary remittance for the same. I am for Self & Owners of the Fanny SM			

¹⁸ Text from "Creditted..." to "...Voyage" added in red ink

Fp 47 Fanny 4th Voyage Portlidge Bill

A Portlidge Bill for the Ship Fanny's 4 th Outsett, Thomas Richards Master for Cork & Barbadoes							
Number	Mens Names	Stations	Wages per Month	Wages Advanced			
1	Thomas Richards	Master	£6. - -	£-	-	-	-
2	William Fuss	Chief mate	4. - -	8	-	-	-
3	Thomas Healey	2 nd Mate	4. - -	8	-	-	-
4	Andrew Slaughter	Carpenter	4. - -	8	-	-	-
5	George Worth	Steward	2.10. -	5	-	-	-
6	Christopher Lund	Seaman	4. - -	8	-	-	-
7	Charles Heege ¹⁹	Ditto	3.15. -	7	10	-	-
8	William Spear	Ditto	3.15. -	3	15	-	-
9	Peter Stone	Ditto	3.15. -	7	10	-	-
10	John Smith	Ditto	3.15. -	7	10	-	-
11	Alexander Burgess	Ditto	3.15. -	7	10	-	-
12	Francis Carthy	Ditto	3.15. -	Adved in Clothes etc 1 Months pay			
13	Henry Williams	½ Ditto	2.10. -	5	-	-	-
14	Newport	Cook					
15	Lewis Cowper	Apprentices					
16	Samuel Stokes						
17	James Collier	Boy					
	The following shipt at Cork						
18	Field	Seaman	3.15. -	advance charged in Cuthbert & Hare's account of Disbmnts in Cork			
19	Jobson	Ditto	3.15. -				
20	Hall	Ditto	3.15. -				
			£60.15. -				
	left the Ship at Cork Frederick Linguist						
	Advanced since sailing - viz						
	William Spear's Father	1780	£1.10. -				
		February 29					
		April1					
		May1	1.10. -	4	10	-	-
	William Fuss's Mother	March2	£1.10. -				
		April10	1.10. -	3	-	-	-
	Thomas Healey's Wife	March17	£1.10. -				
		April17	1.10. -	3	-	-	-
	Peter Stone's Father	March31	£1.10. -				
		April29	1.10. -	3	-	-	-
	John Smith's Wife	Aprill	£1.10. -				
		May1	1.10. -	3	-	-	-
	Andrew Slaughter's Wife	April4	-	2	-	-	-
	Lock Burch account Charles Heege ²	April7	£1. 1. -				
		May8	1. 1. -	2	2	-	-

¹⁹ Also recorded as Fleece.

	Ditto account Christopher Lund	April7	£1. 1. -			
		May8	1. 1. -	2	2	-
				£105	19	-
	Sailed from Bristol 31 st December 1779					
	from Cork 19 th January 1780					

Fp 50–51 Fanny 4th Voyage Outset Account

Ship Fanny's Owners 4 th Outsett, Thomas Richards Master for Barbados under			Dr as		
No 1	Noble, Farr & Co	Shipwrights	£137	19	-
2	ditto	for Carpenters Labour	71	2	9
3	ditto	for Smiths work	23	7	-
4	Bright, Farr & Co	Ropemakers	34	16	6
5	Schimmelpenning & Co	for £1200 Insurance on Ship in Port for 1 Year	6	14	-
6	ditto	for £1400 ditto on Ship to Barbados, warranted with Convoy	147	14	-
7	Mary Watkins	Sailmaker	51	2	-
8	Joshua Powell	Cooper	7	8	-
9	Frederick Yeamans	Tinman	2	11	-
10	George & William Benison	Braziers	1	15	-
11	Benjamin Hill	Plumber	6	16	-
12	Samuel Munckley	for Halling	-	14	2
13	ditto	for Bread Bags	1	5	4
14	ditto	for Handspikes	-	6	9
15	John Robert Lucas	Brewer	3	6	-
16	William Emanuell	Painter	18	12	-
17	Baugh Ames & Co	Gunpowder	8	9	-
18	William Gibbons & Co	for Cordage	14	2	-
19	ditto	Ironmongers	4	1	-
20	William Griffiths	Smith	-	16	-
21	Martha Jacques	Baker	24	12	-
22	James Mullooney & Co	for Beef	42	14	8
23	Forster & Kift	for ditto	27	3	8
24	Samuel Henderson & Co	for Pork	12	-	-
25	George Snow	Pill Pilot	17	3	-
26	Captain Thomas Richards	Disbursements	67	8	4
27	William Fuss	Mate's Attendance	3	3	-
28	Seamens Advance	see this Book folio 47	105	19	-
29	Thomas Harden	Butcher	20	1	-
30	Thomas Baker	Joyner	-	16	6
31	Clearing at Custom house		6	11	2
32	William Sladen	Blockmaker etc	12	8	-
33	John King	for Cheese	1	11	-
34	Thomas Lewis	Apothecary	1	11	-
35	Society of Merchants	Shipping	-	4	4

36	Crispin Walters	ditto	-	3	10
37	John Shortridge	Boathire	3	2	-
38	Sundry	for work on board	2	12	6
39	Robert Bush & Co	for Brass Chambers	3	10	-
		Carried over	£895	12	6
[Fp 51]		Brought over	£895	12	6
No 40	Landlords	for procuring Seamen	13	13	
41	Captain Thomas Richards	for primage	12	3	9
42	George Bengough	for Candles	5	8	-
43	Turner & Toye	for Flour	4	18	9
44	William May & Co	for Clothes for Apprentices	16	17	-
45	John Williams	for Butter	4	18	10
46	William James	for Tar	1	15	-
47	Edward Davis	for Potatoes	-	10	-
48	Cuthbert & Hare's Disbursements at Cork Irish £46.6.3 Exchange 5½ per Cent		43	18	-
	Captain T Richards's Bill to Cuthbert & Hare		37	14	9
	Entering out Ship 19/-, 2 Ships Protections 32/-		2	11	-
	Meditereanean Pass		1	1	-
			£1041	1	7
	To Postage of Letters		-	7	7
	To Pursership		5	5	-
			£1046	14	2
				Cr	
	By Freight & primage etc as per Freight List	£724. -. -			
	By Owners Ship Exeter, for a parcel Junk	5. 0. 3			
	By Owners Ship Hope for a parcel ditto	<u>6.19.10</u>	736	0	1
			£310	14	1
	Messrs Samuel Munckley	for ½ Balance £155. 7. -			
	“ Richard Twine	for ⅛ ditto 38.16. 9			
	“ Thomas Richards	for ⅛ ditto 38.16. 9			
	“ George Gibbs	for ⅛ dittov 38.16. 9			
	“ James Richards	for ⅛ ditto <u>£38.16.10</u>			
		£310.14. 1			
	WB 132 ²⁰				
Bristol 15 th May 1780 Examined & Settled this Account SM, RT, J Richards, GG					

²⁰ Significance unclear, may cross-refer to other accounts.

Fp 52 Fanny 4th Voyage Outward Cargo Costs

Ship Fanny's Owners 4 th Outsett to Barbados, Dr as under for Cargo					
No 1	James Bonbonous	for 70 Chests Soap	£319	3	6
2	James Mullooney & Co	for Butter	79	16	6
3	Samuel Munckley	for ditto	91	19	6
4	Ames Hellicar & Son	for Flour	345	12	7
5	Turner & Toye	for ditto	27	16	10
6	Robert Philps	for Bread	29	13	4
7	Samuel Munckley	for ditto	18	2	10
8	William Mills	for ditto	10	-	-
9	Samuel Henderson & Co	for Pork & Herrings	59	17	-
10	Samuel Munckley	for 360 Barrels Pilchards	300	1	-
11	George Bengough	for 1 Box Candles	1	14	-
12	Rawlins & Rudhall	for Bricks	9	-	-
13	Joshua Powell	for Casks	3	16	-
14	ditto	for Cooperage Pilchards	1	12	6
15	Edward Davis	for Casks	6	7	9
16	Stratton & Protheroe	for Cellarage etc Soap	2	18	4
17	Society of Merchants	for Shipping	-	9	2
18	Crispin Walter	for ditto	1	12	4
19	Samuel Munckley	for Halling	3	6	10
20	Entrys of Sundry per Fanny		2	6	2
21	ditto of Pilchards per Hope		-	3	6
22	Gresley, Blake & Co	for £1500 Insurance to return £2 per Cent for Convoy	189	14	-
	Patent fees of Soap etc		-	18	10
			£1506	2	6
	Freight & primage as per Freight List		279	7	10
			£1785	10	4
	Cr By Samuel Munckley for 10 Barrels Herrings		10	10	-
			£1775	-	4
	Messrs Samuel Munckley	½ £887.10. 2			
	“ Richard Twine	⅛			
	221.17. 6				
	“ Thomas Richards	⅛ 221.17. 6			
	“ George Gibbs	⅛			
	221.17. 7				
	“ James Richards	⅛ 221.17. 7			
		£1775. 0. 4			
	WB 132 ²¹				
	Bristol 15 th May 1780 Examined & Settled this Account SM, RT, JR, GG				

²¹ Significance unclear, may cross-refer to other accounts.

Fp 54 Fanny 4th Voyage Inset Debits

Ship Fanny's Owners 4th Insett, Thomas Richards		Dr		
1780	To paid Reporting at Custom House	No 1	5	10 4
Oct	To paid Mayor's Dues etc	2	2	5 -
etc	To paid John Parfitt, Pill Pilot	3	10	10 3
	To Gresley, Blake & Co for £2500 Insurance on Ship & Freight from Barbados at 12 Guineas per Cent & policy 14/- to return £4 per Cent for Convoy	4	315	14 -
	To paid Society of Merchants for Landing	5	8	2 11
	To paid John Wiley for Landwaiters Breakfasts	6	1	4 -
	To paid Joshua Powell, Cooper	7	21	1 -
	To Halling	8	-	4 -
	To paid Seamens Wages	9	254	6 6
	To paid Captain T Richards Balance of his Account	10	71	- 1
	To paid Charles Fleege ²² for his demand for Wages etc		5	5 -
	To Freight & primage of 60 Barrells Pilchards shipt per Hope which was omitted to be charged in Outsett		21	9 -
	To paid Chaise Hire etc to Pill		-	10 6
	To paid Landwaiters, Landsurveyors etc for Working a Holiday & expence of Permit for Yams etc		2	4 -
	To paid the Warner		-	10 6
	To paid Petty Expences discharging		-	18 -
	To paid Hospital Money		4	12 10
1781	To Postage of Letters		-	9 4
May 7	To Pursership		5	5 -
			£731	2 3
	To Samuel Munckley for ½ £2600.6.8 Balance £1300. 3. 4			
	“Richard Twine for ⅛ ditto 325. 0.10			
	“Thomas Richards for ⅛ ditto 325. 0.10			
	“George Gibbs for ⅛ ditto 325. 0.10			
	“James Richards for ⅛ ditto 325. 0.10		2600	6 8
	WB 235 ²³		£3331	8 11
	Bristol 7 th May 1781 Examined & Settled this Account			
	S Munckley Richard Twine J Richards George Gibbs			

²² Also recorded as Heege.²³ Significance unclear, may cross-refer to other accounts.

Fp 55 Fanny 4th Voyage Inset Credits

Master from Barbados		Cr		
1780	By received from John Smith, one of the Ship's Company for what			
Oct	Captain Richards advanced him at Cork which he charged in his			
etc	Disbursements	£1	1	-
	By Return Premium for £1500 Insurance on Goods to Barbados for sailing with Convoy £2 per Cent	30	-	-
	By ditto of £2500 Insurance on Ship & Freight from Barbados, for Convoy £4 per Cent	100	-	-
	By Thomas Richards for Balance of Rowlandson & Noble's Sales & remittances & for Neat Proceeds of 6 Barrels Beef sold by him 2 nd Voyage render'd outstanding in the hands of Rowlandson & Noble by mistake	102	1	2
	By received from Captain Thomas Richards 7 Bills	843	-	-
	By received from him 1 Bill on Account of Sundry left in hands J Satterthwaite & Co at St Kitts	60	-	-
	By Sundry for Freight & Average as per discharging Book	1559	19	5
	By Neat proceeds of 25 hogsheads Sugar & 30 Bags Ginger per Fanny shipt by Captain Richards	635	7	4
	£3331		0	11

Fp 55 Fanny 4th Voyage Outstanding Debts

Account of Dependencies subsisting at the settlement of Ship Fanny's				
4 th Insett	Outstanding Debts - viz			
Memo made	✓ Sarah Lovell			Account
the 24 th April	remainder Edward Henry	Currency £30. 1. 5	½	2 nd Voyage
1782	✓ Eleanor Browne	6. 0.10	½	ditto
All these	✓ Jeremiah Barrow	19. 0.10		ditto
dependencies	William Lyle	5. 0.10		ditto Bad ²⁵
entirely	✓ Walter Bennett	-18. 6		ditto Bad
settled by	remainder ✓ W G Alleyne	2. 5. -		ditto
some of the	✓ Robert Burrowes	4. 1. 5	¾	ditto
Debts being	✓ James Shepherd	13.15. -		Account 3 rd Voyage
received &		- 8. 3		Ditto
Creditted	✓ Rachael Henry	Currency £81.12. 2	¾	
in Captain	✓ A & R Pinheiro	Currency £41.12. -		Account 4 th Voyage
Richards's	✓ John Scutt	3. 8. 3		ditto
Account with	✓ A Gregg	17. 2. 6		ditto
the Ship	✓ William Green	3. 9. 9		ditto
Fanny's		6.11. 2		ditto
Owners		Currency £72. 3. 8		
5 th Voyage,				
others sold				
to him &				
Creditted	in Rowlandson & Thompson's Account are the			
in same	following Outstanding Debts which they are to			
Account & the	Account for - viz			
remainder	J Wickham			
"Bad" as	✓ William Ford	Currency £13.19. 6		Bad
wrote	✓ G Williams	2.15. -		
against in that	H Duke	4. 2.11	½	
manner ²⁴	✓ J Bispham	6. 2. 2	¼	Bad
	✓ One Passenger out 3 rd Voyage			
	Sterling £6.- outstanding	3. 7. 6		
		Currency £30.7. 1	¾	

Fp 119–122 Fanny 9th Voyage Owners' Instructions to Captain

Captain John Devonish

10th February 1785

We appoint you to the Command of our Ship Fanny & our Orders are that you proceed with the first favourable Wind to Cork where on your arrival you are to apply to Messrs Cuthbert & Hare for what Freight they may have procured for you or Goods they may have to Ship onboard your Vessel for the Island of Barbadoes, you are also to apply to Messrs Piersey's & Waggetts for Goods ordered to be shipped by the Fanny for Messrs Ewarts at Lancaster & you are to make enquiry of such other Persons at Cork as may be likely to have Goods to Ship for Barbadoes, so that we hope you may be able to pick up from different Persons a good Quantity of Provisions on Freight – In regard to the rate of Freight you

²⁴ Text from "Memo..." to "...manner", also ticks, added in red ink.

²⁵ Four occurrences of "Bad" added in red ink.

must do the best you can, as we expect you will not have it fixed lower than 10/- Currency per Barrell payable in Barbadoes, but in this you must be governed in some degree by the Freights given at Cork – You must observe to take no Goods onboard but what may be clearly allowed to be shipt from Ireland to the West Indies & that you have proper Cocketts from the Custom house at Cork for the same – There are certain Articles which you must not take onboard [*Fp 120*] on any Account as they would subject your Ship to Seizure in Barbadoes, among them are Woolens of all kinds, Glass & Hatts, these we strictly forbid your taking the smallest Quantity of on any pretence whatever – Messrs Cuthbert & Hare will render you any Assistance you may stand in need of & you are also to apply to them for what Money you may require for the Disbursements of your Ship which we expect will be little, if any, as we beg you to make the utmost dispatch in getting away from Cork and we hope you will not meet any delay from the Persons who have Goods to Ship by you – We would not have you wait long at Cork for any small Quantity of Provisions that might be offered you on Freight, particularly if the Wind should be favourable for your getting away, but as soon as you have taken in all the Provisions that are ready you are to embrace the first opportunity of Sailing – When you have dispatched your Business at Cork you are to proceed immediately to Barbadoes & on your arrival there you are to deliver your Cargo agreeable to the Freight List which you have herewith As soon as your Ship is discharged you are to lay her on for this Port whither you are to return for the conclusion of the Voyage – As we understand from the favourable appearance of the Crop that Ships will be wanted we hope you will not meet any difficulty [*Fp 121*] of getting quickly loaden, but on the Contrary we expect you will be soon dispatched so as to return an early Ship which we much wish you to endeavour at as we may possibly have immediate occasion for the Ship on your return At Barbadoes you will apply to Messrs Thomas & Samuel Richards for Money for your Disbursements & also for their advice & assistance respecting the Freight of your Ship – As you are well acquainted with the Names of the different Shippers it is not necessary for them to be mentioned again here, but there may be some Persons whom Messrs T & S R may wish you to make application to in preference, of which you will hear from them and attend to their directions – We strictly forbid your carrying on any Contraband or illicit Trade at your Peril & you are to the utmost of your Power to prevent the same amongst your Officers & People the great severity of the Laws against Smuggling making it absolutely necessary for you to be very attentive to this particular – For the Negotiation of this Voyage you are to have Six Pounds per Month Wages & the Privileges usually allowed to your Predecessor – We desire you to use the utmost frugality in your Disbursements – Be careful of your Cocketts & that you bring [*Fp 122*] your Clearances compleat for your homeward bound Cargo as any irregularity will occasion great trouble here – In case of your Mortality which pray God prevent, your Chief Mate Mr Joseph Kenwick is to succeed you in the Command & follow these our Orders Advise us frequently of your proceedings and send an Account from time to time of the Marks & Numbers of the Goods you take onboard – We recommend our Interest to your care & Wishing you the enjoyment of your Health and a good Voyage We remain Your assured Friends & Servants SM, RT, JR, GG, TR

Received 12th February 1785 of Mr Samuel Munckley the original of the above orders, which I promise to observe also Ships Register, Mediterrean Pass, Plantation Certificate, Light Bills, Clearing Bills, Cocketts John Perrott Devonish

Fp 123 Fanny 9th Voyage Invoice for Cargo on Owners' Account

Bristol 10 th February 1785					
Invoice of Sundrys shipt by Samuel Munckley & Co onboard the Fanny, John P Devonish Master for Barbadoes, for account & Risque of the Owners of said Ship and Consigned to Messrs Thomas & Samuel Richards in Barbadoes					
F 1 to 50	50 Boxes Mould Candles quantity 200 dozen @7/-	£70. - -			
	50 Boxes & Cord at 1/9	4. 7. 6			
	fees of Entry	1. 6. -			
	Halling	0. 2. -	£75	15	6
	30 hogsheads Coal & raming	£10. 4. 3			
	30 Old Sugar hogsheads at 5/6	8. 5. -	18	9	3
	500 Sugar Moulds at 10d		20	16	8
	20000 Bricks at 23/-		23	-	-
	235 half Bundles Punchion Hoops at 2/6	£29. 7. 6			
	165 half Bundles Pipe ditto at 2/	16.10. -	45	17	6
	To Duty of Coal, fees of Entry, Halling, Shipping etc		6	1	6
	To Freight		100	-	-
			£290	-	5

Fp 124-126 Fanny 9th Voyage Manifest of Freight Outward

Advance & Primage sub-entries omitted but included in total amount

A Manifest of the Cargo, on board the Fanny, John P Devonish Master for Barbadoes, 9th Voyage February 1785					
Shippers	to whom Consigned	Marks & Numbers	Quality of Goods		
John Griffin	Harris & Willson	Loose	200 Bundles Wood Hoops quantity 5000 at 70/-	£17.10. -	18 9
Bence & Lock	T & S Richards	<R> 1 to 6	6 Trunks Shoes 37½ feet @ 1/6	£2.16. 3	2 18 9
S Munckley & Co	ditto	F	50 Boxes Candles wt 21.1.20 @ 3/-	£3. 4. 3	
		1 to 50	400 Bdls Wood Hoops 10000 at 70/-	35. - . -	
			30 hogsheds Coal at 18/-	27. - . -	
			20000 Bricks at 25/-	25. - . -	
			500 Sugar Moulds at 8d	16.13. 4	- - -
S Munckley	John Wickham	W 1	1 Cask Hoes 12 dozen at 9d	£106.17. 7	
		2	1 Truss Ozna Briggs	£0. 9. -	
		3	1 Bales Pennistones	1. 9. 4	
ditto	James Anstice for Bartholomew Rooke		1 Box Cheese	0. 1. -	2 1 10
		BR	1 Box Cutlery ware etc	£0. 1. -	
			40 Bdls Iron Hoops 20 Cwt 3.		
ditto	George James		1 Bag Rivetts 2 4 @ 1/6	1.11. 5	1 14 11
		G, I	1 Copper Taich 2 Cwt 0.7 at 4/6	£0. 9. 3	- 11 9

ditto	John Frewin	4F	1 Copper Taich 2 Cwt 0.9 at 4/6 Primage	£0. 9. 4			
ditto	Joshua Gittens	4G	300 Sugar Moulds at 8d	0. 2. 6	-	11	10
ditto	J F Alleyne & Thomas Chase	PB		£10. -. -	10	5	-
		1 to 15	15 Kegs Nails 8 Cwt 1.6 at 2/-	£0.16. 7			
		16 to 20	5 Coils Cordage 2 Cwt 2.23 at 2/6	0. 6. 8			
		21 to 30	10 Kegs White Lead 5 Cwt 1.17 at 2/6	0.13. 5			
		31 to	10 Jugs Oil at 2/-	1. -. -			
		40	5 hogsheads Oats at 19/-	4.15. -			
			500 Sugar Moulds at 8d	16.13. 4			
		41 to 50	10 Barrells Flour 18 Cwt 0.19 @ 3/-	2.14. 6			
		52	1 Box Linen 1 ft 2 at 1/6	0. 1. 9			
		53	1 Bale Oznabrigs 11¾ ft @ 1/3	0.14. 8			
		54	1 Bale Pennistones 12¼ ft @ 1/3	0.15. 4			
			Primage	0.14. 3	29	5	6
ditto	James O'Neale	4 O'N 1 & 2	2 Casks Hoes 20 dozen at 9d	£0.15. -			
		3 to 6	4 Casks Nails 8 Cwt 0.2 at 2/-	0.16. -			
		7	1 Truss Caps				
		8	1 Bale Oznabrigs				
		9 to 14	6 Bales Pennistones	8. 8. 9			
			120 Bundles quantity 3000 Wood Hoops @ 70/-	.10. -	21	-	-
			Carried over		£186	8	4
[Fp 125]	to whom	Marks	Brought over		£186	8	4
Shippers	Consigned	& Nos	Quality of Goods				

S Munckey	Anthony Gregg	AG 1	1 Cask Hoes 4 dozen at 9d		£0. 3. -		
		1	1 Bundle quantity 3 Axes		0. 1. -		
		2	1 Cask Nails 1 Cwt 2.12 @ 2/-		0. 3. 2		
		3	1 Box Hatts				
		4	1 Truss Straining Cloth	11 feet @ 1/6			
		5	1 Box Broad Cloth				
		6	1 Truss fine Linen				
		7&8	2 Boxes Medicines		0.16. 6		
		9	1 Truss Sail Cloth 1 ft 4 @ 1/3		0. 1. 9		
			2 Hampers quantity 2 Barnstaple Ovens		0. 5. -		
			1 Copper Still & Head 200 Gallons at 25/-		2.10. -		
			1 Basket Copper ware		0. 1. -		
			1 Sheet & 16 Pigs Lead 24 Cwt 1.9 at 1/6		1.16. 6		
			1 small Box Tea etc		0. 1. -		
			2 Pieces Wire		0. 2. 6		
		CS 1	1 Cask Hoes etc		£0. 7. 6		
		2	1 Truss Straining Cloth 1 ft 8 at 1/3	0. 2. 1			
			1 Basket Copper ware		0. 2. 6		
			2 Sugar Sieves	0. 5. -	0.19. 7		
		H 1	1 Cask Plumbers Tools		£0. 2. 6		
			1 large Iron Ladle		0. 0. 6		
			2 Pieces Pump Leather		0. 2. -		
			1 Basket Pump Boxes		0. 2. -		
					0. 9. 6	7	13
							6

James Richards	T & S Richards	R 1 to 5	5 Trunks Shoes 30 feet @ 1/6 60 half Barrells Gunpowder at 3/6 60 Pavingstones 15 Yds @ 1/9 1 Box Pipes Long, 10 Gross @ 8 1 Jug Oatmeal	£2. 5. - 10.10. - 1. 6. 3 0. 6. 8 0. 2. -		
John McCullom	ditto	HA	1 Box quantity a Saddle for J Anstice	15 2 8		
T Daniel & Son	ditto	M	40 Tierces Beef at 9/-	£18. - -	18 9 -	
W Welick	ditto	R	1000 Sugar Moulds at 8d	£33. 6. 8	34 3 4	
		HD	1 Single Horse Chaise & Harness	£4.10. -	4 12 6	
			Carried over		£266 9 4	
[Fp 126]	to whom	Marks &	Brought over		£266 9 4	
Shippers	Consigned	Num bers	Quality of Goods			
E Ireland	James Evans & Co	£ ⁴ E 1 & 2	2 Cases Hatts 12 feet @ 1/3	£0.15. -	- 17 6	
George Fownes	James Anstice	£ ¹ P ^o A	1 Tierce Shoes	£0.10. -	- 12 6	
Culliford & Usher	T & S Richards	T&SR	3 Trunks Merchandize 9¼ feet at 1/6		- 16 4	
		1 to 3		£0.13.10		
William Williams	Betty Daniel	WW 1 to 10	10 Casks Nails 7 Cwt 1.- at 2/-	£0.14. 6		
		11 to 22	12 Casks Vinegar 75 Gallons @ 3d	0.18. 9		
		<D> 23 to 34	12 Barrells Bread at 6/6	3.18. -		
		BD 1 to 20	20 Kegs White Lead 6 Cwt 1.6	@ 2/6		
		21 to 30	10 Kegs Spanish Brown 3.0.10	1. 7. 9		
		31 to 36	6 Kegs Yellow Oaker 1 Cwt.21.26			
		37 to 50	14 Jugs Linseed Oil at 2/-	1. 8. -		
W Ford	J P Devonish	W 1 to 12	12 Boxes Oysters at 1/3	0.15. -	9 6 6	
Creditted in T & S Richards's Account Current with Owners Ship Fanny	F	6 Casks Bottled Liquor		Privilege	£278 2 2	
		Insett ²⁶				

²⁶ Text from "Creditted..." to "Insett" added in red ink.

Fp 127 Fanny 9th Voyage Owners to Agents in Barbados

Thomas & Samuel Richards

12 February 1785

This waits on you by our Ship *Fanny* commanded by Captain John Devonish your TRs Ill Health making it prudent to stay a few Months longer in England for the recovery of it. We have shipped to your address Sundry Goods as per Invoice & Bill Lading enclosed which you will be pleased to dispose of for our best advantage and after paying the Disbursements of the Ship to remit us the Balance in Cotton or a good Bill of Exchange – The Amount of the Invoice is £290.0.5 – Altho' the Season is far advanced yet we hope the Sugar Moulds will sell readily from the likelihood of there being a great Crop – We have directed Messrs Cuthbert & Hare of Cork to Ship for our Accounts by the *Fanny* Fifty firkins Butter provided there has not been a considerable quantity shipped lately for your Island & you will hear from them in course provided the Butter is shipped. We beg to recommend Captain Devonish to your kind notice & we hope from the favourable accounts of the Crop that he will readily get a load for this Port so as to come an early Ship to attain which we trust you will give him all possible assistance as we shall probably have occasion for her immediately on her return – If you judge there is a pretty good certainty of her getting a late load at Barbadoes we may be induced to send her for a second trip, but of this we shall be better able to judge on hearing from you –

We remain etc

Fp 128 Fanny 9th Voyage Portledge Bill

A Portledge Bill for the Ship <i>Fanny</i> 's 9 th Outsett John P Devonish Master for Cork & Barbadoes					
No	Mens Names	Stations	Wages per Month	Wages advanced	
1	J P Devonish	Master	£6. 0. 0	£-	- -
2	Joseph Kenwick ²⁷	Chief mate	3.10. -	3	10 -
3	George Clutsam	2 nd Mate	2. 5. -	4	10 -
4	Andrew Slaughter	Carpenter	4. -. -	8	- -
5	Abraham Friar	Cook	1.10. -	1	10 -
6	Thomas Young	Seaman	1.10. -	1	10 -
7	Morris Phillips	ditto	1.10. -	1	10 -
8	Richard Rogers	ditto	1.10. -	1	10 -
9	Thomas Davis	ditto	1.10. -	1	10 -
10	John Lewis	ditto	1.10. -	1	10 -
11	John Carter	ditto	1.10. -	1	10 -
12	Joseph Browne	ditto	1.10. -	1	10 -
13	Thomas Clutsam	ordinary ditto	1. 5. -	-	- -
14	Samuel Stokes	Apprentice	-	-	- -
			£29. -. -	£28	- -
Sailed 12 th February 1785 from Kingroad + 22 nd ditto from Cork					

²⁷ Also recorded as Kendrick, Kenwick and Kenrick.

Fp 129–130 Fanny 9th Voyage Outset Costs and apportionment

Ship Fanny's Owners 9 th Outsett, John Perrott Devonish Master to Cork & Barbados			Dr as under		
No 1	Noble, Farr & Co	Shipwrights & Smiths	£292	16	-
2	Bright, Farr & Co	Ropemakers	29	7	-
3	Schimmelpenning, Vaughan & Co	for £1000 Insurance to Cork & Barbados	20	9	-
4	John Chubb	Sailmaker	49	13	-
5	Joshua Powell	Cooper	10	18	6
6	Jonathan Hobbs	Tinman	3	9	-
7	William Griffiths	Smith	3	9	6
8	George & William Benison	Braziers	1	12	6
9	Benjamin Hill	Plumber	8	18	-
10	Samuel Munckley	Halling	-	11	10
11	Jonathan Nash	Brewer	3	1	-
12	Letitia Fussell & Son	Painters	18	2	-
13	William Gibbons & Co	Ironmongers	5	2	-
14	James Wallis	Bread, Flour etc	27	8	-
15	John McCullom	Beef & Pork	44	16	-
16	William Gayner	Butter	3	8	-
17	James Harris	Pilot	11	9	3
18	J P Devonish	Disbursements	13	2	3
19	ditto	Attendance when Mate	2	2	-
20	ditto	Primage	5	9	2
21	Joseph Kenwrick	Mates Disbursements	4	17	6
22	ditto	Attendance & Work	6	2	-
23	Andrew Slaughter	ditto	6	6	-
24	George Clutsam	ditto	1	1	-
25	Seamens Advance	see this Book folio 128	28	-	-
26	Francis Papps	Butcher	11	16	-
27	Thomas Baker	Joyner	8	3	-
28	Clearing at Custom House		7	1	2
29	Charles Sladen	Blockmaker	7	1	-
30	Harriet Grove	Ship Chandler	3	1	-
31	ditto	Clothes for Apprentices	6	8	-
32	John King	for Cheese	2	7	-
33	William James	Dealmerchant	8	-	-
34	William Stephens Jnr	Mastmaker	1	6	-
35	Society of Merchants	Shipping	-	8	9
36	ditto	Dockage	5	17	-
37	John Woodward	Candles	4	14	-
38	Abraham Jones	Shoes for Apprentice	3	2	-
39	John Chandler	for T Spears Board etc	4	10	-
40	William Acraman	Stores	5	17	-
41	John Watkins	ditto	23	15	-
42	Thomas Lewis	Apothecary	1	10	-
		Carried Over	£706	7	5

[Fp 130]	Brought Over	£706	7	5
No 43 Henry Edgworth	Repairing Compasses	-	9	-
44 Richard Rogers	Ale for Carpenters	1	-	6
45 J P Devonish	on Account future Disbursements	10	10	-
46 Captain Thomas Richards	Disbursements	16	3	4
Permit to take in Bricks 15/6 Entering out & Mediterranean Pass £2.14.6		3	10	-
Postage of Letters & Stamps for Receipts		-	11	10
Pursership		5	5	-
		£743	17	1
Cr				
By Freight & primage as per Freight List	£278. 2. 2			
By W Acraman for 4 Small Guns & Carriages	<u>6. 6. -</u>	284	8	2
		£459	8	11
Messrs Samuel Munckley	½ £229.14. 6			
“ Richard Twine	⅛ 57. 8. 7			
“ Thomas Richards	⅛ 57. 8. 7			
“ George Gibbs	⅛ 57. 8. 7			
“ James Richards	⅛ <u>57. 8. 8</u>			
	£459. 8.11			
		WB 97 ²⁸		
Bristol 29 th April 1785 Examined & Settled this Account				
S.Munckley J Richards George Gibbs Richard Twine				

Fp 131 Fanny 9th Voyage Inset Debits and Apportionment

Dr	Ship Fanny's Owners 9th Insett, J P Devonish Master	No	£5	5	4
1785	To paid Reporting at Custom House	1			
Jul	To paid Mayor's Dues etc	2	2	5	2
etc	To paid Joseph Richards, Pill Pilot	3	12	14	4
	To paid Captain & Seamen's Wages as per Book	4	111	12	-
	To Schimmelpenning & Co, for £1000 Insurance on Ship from Barbados, at £2 per Cent & policy 9/-	5	20	9	-
	To ditto, for £400 Insurance on Cotton on Deck	6	8	9	-
	To Joseph Bower, for £500 ditto on Freight	7	10	9	-
	To Joshua Powell, for Coopers Note discharging	8	10	8	-
	To paid Elizabeth Carrill for Landwaiters Breakfasts	9	-	4	6
	To paid Warner 10/6, Landwaiters £1. 1. -		2	7	-
	Petty Expences discharging 15/6				
	To Halling	10	-	4	6
	To paid Captain Devonish Balance of his Account Current	11	1	4	11
	To paid Society of Merchants Landing the Cargo	12	8	16	3
	To Postage of Letters & Stamps for Receipts	13	-	18	1
	To paid Hospital Money		3	4	-
	To Pursership		5	5	-
			£203	16	1

²⁸ Significance unclear, may cross-refer to other accounts.

1786	To Messrs Samuel Munckley for ½ £1063.16.-Balance £531.18. -			
Apr	“ Richard Twine for ⅛ ditto	132.19. 6		
15	“ Thomas Richards for ⅛ ditto	132.19. 6		
	“ George Gibbs for ⅛ ditto	132.19. 6		
	“ James Richards for ⅛ ditto	<u>132.19. 6</u>	1063	16 -
	WB 175 ²⁹		£1267	12 1
Bristol 15 th April 1786 Examined & Settled this Account				
S Munckley Richard Twine James Richards George Gibbs				

Fp 132 Fanny 9th Voyage Inset Credits and Outstanding Debts

from Barbados		Cr		
1785	By Return premium for Short Interest on Insurance on Cotton on Deck	£4	9	7
Jul 31				
Sep 30	By Nett proceeds 5 hogsheads Sugar shipt by T & S Richards	59	4	9
	By received from T & S Richards 2 Bills	154	-	-
Oct 11	By Balance of T & S Richards's Account Current for Sales etc & Remittances			
	settled by their order by James Richards, Nett Currency £94. 8. 9			
	Exchange 40 per Cent (exclusive of Outstanding Debts)	67	9	1
17	By John Sims for W Peets Outstanding Debt 7 th Voyage now received, Currency £3.15.- Exchange & Commission 47 per Cent	2	11	-
	By ditto, for Interest in Remittances made by him being for Balance of Nett proceeds Salt per 7 th Voyage left under the care of Duncomb Savage & Co	7	0	8
Dec 31	By return for an Overcharge of a Policy on Insurance on Cotton on Deck	-	9	-
	By Freight & Average as per discharging Book	972	8	-
Account of Dependencies viz				
Outstanding Debts render'd by				
T & S Richards in their Account Current				
	Grant Elcock Currency £2.10. -			
	Adam Game 40. 8. 9½			
	Sarah Bispham <u>15. -. -</u>			
	Currency £57.18. 9½			
Specified under set-tlement of 10 th Insett folio 148 ³⁰		£1267	12	1

²⁹ Significance unclear, may cross-refer to other accounts.

³⁰ Text from "Specified..." to "...folio 48" added in red ink.

Triton Documents*Tp 56–58 Triton 4th Voyage Owners' Instructions to Captain***Captain William Mattocks****Bristol 10 March 1781**

Sir We continue you to the Command of our Ship Tryton and order you to get your Ships Company on board to the Number Eighteen yourself included, and embrace the first favourable Opportunity of sailing for Portsmouth. On your arrivall there you are to take Sailing Orders from the Commodore of the Fleet appointed to Convoy the Trade to the West Indies, and proceed to Basterre in the Island of St Christophers, where you are to discharge the whole of your Cargo, except the few Articles you have for Jamaica, agreeable to the Bills of Loading you have signed.- We recommend your using all possible dispatch in Discharging and Ballasting your Ship that you may be ready to avail yourself of any good Opportunity of proceeding down to Jamaica, which you must do as soon as possible, that you may be in time to secure your Load home; but as there may be some risque in going down alone, provided you hear of any Convoy being soon expected to arrive in the Islands, you have our permission to wait Two Weeks at St Kitts, after you are ready, to have the benefit of it, if you think it adviseable; in that case you must take sailing orders from the Commodore, that we may get a return of Premium. – If there is not a probability of a Convoy calling within the time mentioned, you must proceed to Jamaica without; in that case Endeavour to Consort yourself with any other Ship that may be bound there, and make the best of your way to Port Antonio, where you must wait on Mr William Wright and our other Friends, and take on board what produce they may have ready to ship to us, so as not to detain your Ship too long there; you must then proceed to Anatto Bay to compleat your Loading, which we fully expect you will do, so as to come with the August Convoy; as we doubt not but our Friends there, will have more produce ready than will be sufficient to Load you; in that case you must Endeavour to accommodate all your constant Shippers, as much as you can; and that you may not give cause of Offence to any, it may be proper in some measure to proportion what you take from them as farr as time and circumstances will admit. – When you are Loaded you are to proceed to the place of Rendezvous, and join the first Convoy that offers for Great Britain; from the Commodore of which you must take sailing Orders; and we insist that you do not on any Account whatever, leave any Convoy you may Sail with; but you must in every particular attend to, and comply with the Signals and orders you may receive. Should you by foul Weather or any other unavoidable accident be parted from the Convoy, avoid speaking with any Vessell at Sea, least she [*Tp 57*] be an Enemy; and should you meet with one, as you are in some measure provided with the means of defence, we trust you will not tamely submit to be made a Prize of by a Vessell of small force; but that you will manfully defend your Ship while there is any probability of escapeing by that means. Should you meet with the misfortune of being taken, immediately on your arrival at any Port, send us an Affidavit of the time of your Sailing, with what Convoy, the particulars of your Capture etc: which you may do by way of Portugal Denmark or any other neutral Country, should there be no Conveyance directly for England. We do not know what the Freight may be in Jamaica we expect not less than 9/-, whatever it is you must have the same as the best Ships loading at the same time. Endeavour to procure as much Wood on Freight as will dennage your Ship, even if you take it in

at somewhat less than the customary Freight; as it will not answer to bring home on the Owners Account, at the price you are obliged to give in Jamaica; if none can be obtained on Freight; and good clean chipt Logwood or Fustie can be bought for £6 Currency per Ton, you may buy as much as you will want to stow your Cargo; but rather than exceed that price get Firewood for Dennage. – and at any rate you are not to bring unchipt Logwood on our Accounts; it is hardly worth the Freight and Insurance, without recovering any thing for the first cost: You have herewith your Ships necessary Papers, Viz Register, Plantation Certificate Mediteranean Pass, with receipts for Hospital & Lights' Money; be carefull of them, and see that you have propper clearances for the whole of your Cargo, and be more particularly carefull that your homeward clearances mention the whole of your Cargo to be the Growth and Produce of Jamaica, that we may not Meet with the same difficulty we had last Voyage to get it admitted to an Entry. Herewith you have a list of your Provisions and Stores, of which be particularly carefull, that there may be neither waste or want; and as we have laid in a sufficient Quantity for your whole Voyage, we expect you do not purchase any abroad, at the Extravagant price it usually sells for there. Be cautious of Fire, and your Pumps; and keep us advised by all Opportunities of your proceedings, mentioning what produce you have on board, as well as what you are to have from your different Shippers; as it may be of some use to us in making Insurance. As you do not go to Kingston we would have you apply to Mr Robert McMickan, in our name, for what Money you may want to supply your necessary Disbursements and Port Charges, [*Tp* 58] giving him a receipt for the same on our Account, as he owes us much more than you will have occasion for. Should he not be in the way, or refuse to supply you; apply to Messrs Duncomb & Savage, who will readily do it, or render you any other services you may stand in need of; and with whom we would have you consult, should any difficulties occur, which we do not immediatly foresee, and we recommend your following the Advice they may give you. Provided you comply with these and all other our subsequent Orders, we allow you Six Pounds per Month Wages, with the liberty of puting as much Goods onboard freight free, as shall be equal to Five Pounds Sterling for your Priviledge outward; and four Hogsheads, provided you ship them, or Ten Pounds Sterling for your Priviledge home. We also allow you Ten Pounds Sterling for your Cabbin Stores, Ten Pounds Sterling for Horse hire and other travelling Expences during your stay in Jamaica; and five shillings Currency per Day for your Expences in the West Indies, provided the same does not exceed 140 Days: besides which you will receive from the Shippers 2½ per Cent on all your Outward freight, except the Goods on your Owners Account.

In case of your Mortality (which God prevent) we appoint your Cheif Mate Mr John Drought to succeed you in Command of our Ship & hereby direct him to follow these and all our subsequent orders. – The Puncheons and other Casks in which your Provisions etc: are packt you must sell in Jamaica, and Account with us for, and bring Vouchers for all your Disbursements in the manner other Captains do. – As your Ship is compleatly fitted for the Voyage and supplied with a full sufficiency of Stores as well as Provisions, we expect you will not put us to the Expençe of purchaseing any in the West Indies. Should you have Occasion to put into any of the following Ports, apply to the sundry Gentlemen as beneath, and shew them these orders; They are our Freinds, & will render you such assistance as you may stand in need of on your giving them your Bills on us for their Reimbursement.

If at Milford apply to Mr ~~Abraham Clibborn~~ Thomas Stokes
 Charles Town in South Carolina – Mr Edward Neufill
 Cork or West Ireland – Messrs Cuthbert & Hare
 New York – ~~Perry Hayes & Sherbrook~~
 Madeira - Messrs Alexander Gordon & Co
 Portsmouth – McKenzie Blundell & Co
 Barbadoes - David Parris Esq
 Antigua - Charles Kerr Esq
 St Kitts – Somarsall & Son - and Fraser Bannatyne & Co
 Lisbon - Messrs Mayne & Co
 We are Your friends & Owners Lowbridge & Richard Bright Bush Elton & Bush

I Acknowledge to have receiv'd a Copy of the foregoing Orders, with all the Ships necessary papers Viz Register Plantation Certificate Meditteranean Pass, Portldige Bill List of Provisions & Stores, List of Goods, Receipts for Hospital Money & Holme's Lights etc all which I promise to observe & be accountable for
 Bristol 19 March 1781

Tp 59 Triton 4th Voyage Provisions & Stores, not priced

List of Provisions & Stores for Ship Triton 1781			
15 Tierces Beef		10 old	
15 ½-Barrells ditto		6 new	Puncheons Water
8 Barrells Pork		6 new	
2 Firkins Butter		6 Barrells	Beer
2 Kegs Dubbin		2 Basketts quantity 1 Cwt Cheese	
1 Harness Tub		½-Barrells Gunpowder	
1 Cask Salt		26 horseload Coal	
1 Keg Vinegar		Hammocks	
10 Puncheons		2 Boxes Candles	
2 old Hogsheads	brown Bread	Bolts Canvass	
10 bags		Guns	
4 Kegs white	Bread	Musketts	
3 Barrells Pease		Swivells	
2 Kegs Grutts		Boatswain's Coopers Cooks & Gunners	
2 Kegs splitt Pease		Stores compleat	
4 dozen Ale			
2 dozen Cyder			

Tp 59 Triton 4th Voyage Invoice for Bread exported on Owners' Account

Invoice of Sixty Bags Bread ship't by Lowbridge & Richard Bright onboard the Triton William Mattocks Master for St Christophers & Jamaica on Account of the Owners of said Ship & Consign'd said William Mattocks for Sale Viz			
ST	Sixty Bags each 1 Cwt Bread @ 16/6 & Bags 1/3	53	5 0
	To paid Entry & fees 7/10 halling 4/6 Shipping 5/- & Bills Loading 1/6	0	18 10
	To paid Freight & Primage	15	7 6
	To our Commissions on £69.11. 4 @ 2½ per Cent	1	14 9
	To £75 Insurance on ditto @ 10 Guineas per Cent & per policy 5/-	8	2 6
	To Commissions making ditto ½ per Cent	0	7 6
		£79	16 1
19 th March 1781 Errors Excepted L & R B			

Tp 60–61 Triton 4th Voyage Further Instructions by Owners to Captain March 1781

Captain William Mattocks

Bristol 10 March 1781

Sir On the other side you have Invoice of a parcell of Bread shipt by us on your Ship Triton amounting as per Invoice to £79.16.1 which you are to make Sale of on our Account and apply the Money towards the necessary Disbursements of your Ship. We would recommend your makeing Sale of the Bread at St Kitts, as you will there get ready payment, which is not the case in the North side of Jamaica; in that case we would have you remitt from St Kitts what you may have more than sufficient for your Disbursements, as there is no need of carrying down Specil to Jamaica, especially if you go a single ship. We are

Your friends and Owners (sign'd) Lowbridge & Richard Bright

Captain William Mattocks

12 March 1781

Sir Having given you Orders for your Government in the course of your Voyage and also Letters for our several Correspondents on the North side of Jamaica, we shall now only add a few hints for your attention, in respect to Loading your ship. And first, we would wish you to accommodate all our Friends as farr as you can, and this we would have you particularly attend to – for as Captain Henderson does not go there again for some time, for want of a Ship, we apprehend our Friends there will have more Produce to ship than you will be able to take on board – You must therefore use your Endeavours to oblige all as farr as you are able, without giving cause of Offence to any. At foot we shall add a List of what we apprehend they may have to ship, should any fall short you will be able to take in the more from others, and should Mr Ellis, Mr Nasmyth, Mr Cosens or Mr Remington want to encrease their quantity, we would have you accommodate them if possible and strike off a few from some of the other Gentlemen to do it, as they may be of great assistance to you in future. – You must not loose anytime in waiting for any Gentlemen's produce so as to run the risque of looseing the Convoy; rather than do that take in what is ready, even if you exceed the Quantity proposed from anyone. –

As you are more liable to meet with Accidents in takeing off Produce at North side than at most other parts of the Island; we would not have you send your Boats to any very great distance, if it can possibly be avoided, but take in such as is near at hand in preference. We lost more last year by fetching Mr Campbells Sugar from Port Maria, than all his Freight, besides the injury and detention of your

Tp 62 Triton 4th Voyage Owners' Further Instructions to Captain

Captain William Mattocks

26 March 1781

Sir In our former Orders we directed to proceed to Portsmouth to join the West India Convoy, but received intelligence that a Convoy will certainly sail from Cork the 5th of next Month we order you to make the best of your way over there, and Sail with the first Convoy for the West Indies, following our former Orders in all other particulars We are Sir Your friends and Owners L & R B

Tp 62 Triton 4th Voyage Portlidge Bill

Portledge Bill for Ship Tryton for St Kitts & Jamaica 1781										
P ³¹	1	William Mattocks	Commander		6	0	0	-	-	-
	2	John Drought	Chief Mate		4	15	0	4	15	0
	3	John Evans	Second ditto		4	15	0	0	0	0
	4	John Lewis	Carpenter	42/-	4	15	0	9	10	0
	5	William Mitchell	Boatswain	42/-	4	5	0	8	10	0
	6	David Saret	Cooper		3	0	0	6	0	0
	7	Thomas Holborough	Seaman	42/-	4	0	0	8	0	0
	8	John Heaton Run per Ir [?] 15 April	Ditto	42/-	4	0	0	8	0	0
P	9	William Bowman Run ditto	Ditto	42/-	4	0	0	8	0	0
	10	Patrick Sullivan Press'd at Barbadoes	Ditto	42/-	4	0	0	8	0	0
	11	Paul Douglass Run ditto	¾ Ditto	42/-	3	15	0	7	10	0
	12	William Carter	¾ Ditto	42/-	3	15	0	8	0	0
	13	William Dwyer Run per ditto	Ditto	42/-	4	0	0	8	0	0
	14	Nicholas Nelson	Ditto	42/-	4	0	0	8	0	0
	15	Francis Northon	¾ Ditto	42/-	3	10	0	7	0	0
P	16	Henry Smith Run with the Boat ³³	¾ Ditto	20/-	3	5	0	6	10	0
P	17	Robert Gibbs	¾ Ditto		3	0	0	3	0	0
P	18	George Weaver Press'd at Barbadoes	½ Ditto		2	0	0	2	0	0
	19	John Powell Run per Ditto	½ Ditto		2	5	0	2	5	0
	20	Richard Bristol	¾ Ditto		3	0	0	3	0	0
P	21	Jenkin Sant	½ Ditto		2	0	0	2	0	0
	22	William Hooper	Boy		1	0	0	1	0	0
	23	William England	Boy		1	5	0	1	11	0
	24 ³⁴	Owen Sullivan	½ Seaman		3	0	0	6	0	0
	25							126	11	0
				Crimpage 24.2/-				24	2	0
								150	13	0

³¹ The letter P next to men's names denote those who were "pressed"; apparently all at Barbados on June 22.

³² Reading and meaning unclear, may indicate where the man deserted: "Ir" for Ireland or "Lr" for a different location, but likely to be in Ireland.

³³ Perhaps ran rather than be pressed, but so forfeiting wages to date?

³⁴ Many more than the 18 allowed by the Owners in their instructions – and all from Bristol judging by the advances.

P	Robert Sedman		
P	William Delay	Shipt inCork	their
P	James Hunag	Press'd at	Wages
P	Richard Bewick	Barbadoes	paid
All hands press'd to stop all Monthly pay 22 June 1781 WM			

Tp 63–64 Triton 4th Voyage Outset Costs and Apportionment

Owners Ship Triton William Mattocks for St Kitts & Jamaica									
To sundry Tradesmen for cost of said Ships 4 th Outsett									
1	Nicholas Blainin & Son	Timber	157	7	4	149	10	0	
2	Ditto	Labour	108	15	8	108	15	8	
3	William Lewis & Son	Smith	39	4	0	37	5	0	
4	William Griffiths	ditto	15	11	10	14	16	0	
5	George Fisher & Son	Sailmaker	145	16	8	138	11	0	
6	Bright Farr & Co	Cordage	190	2	3	180	12	0	
7	Henry James	Blockmaker	20	0	2	19	0	0	
8	Benjamin Hill	Plumber	3	19	2	3	16	0	
9	William Evans & Co	Masts etc	40	9	0	40	9	0	
10	Lazarus Browne	Painter	18	2	5	17	4	0	
11	John Jones & Co	Shot	7	3	10	7	3	6	
12	Baugh Ames & Co	Gunpowder	14	14	4	14	0	0	
13	Sarah Vaughan	Chandlery	10	6	1	9	16	0	
14	Bush Elton & Bush	Coopers	49	17	3	47	8	0	
15	Robert Bush & Co	Pewterers	11	0	10	10	9	10	
16	Edward Trusted	Rigger	19	17	9	19	17	9	
17	John Protheroe	Ironmonger	33	7	1	31	14	0	
18	Pennington & Bigs	Provision	61	4	0	61	4	0	
19	Samuel Henderson	Butter	2	14	6	2	14	6	
20	William Beck	Halling Ship	0	7	6	0	7	6	
21	John Shortridge	Boathire	0	6	0	0	6	0	
22	Walter Jacks	Bread	43	9	5	43	9	0	
23	Thomas Harris	Pork	21	1	0	21	1	0	
24	Dyer & Gold	Surgery Box	2	15	0	2	15	0	
25	Robert Fletcher	Candles	8	3	7	7	15	6	
26	Jeremiah Hanmore	Pilot	12	18	9	12	18	9	
27	Simon James & Son	Mastmaker	6	19	6	6	19	6	
28	William Mattocks	disbursments & sundry small notes	35	18	0	35	18	0	
29	Bright Baillie & Bright	Pitch	26	17	2	26	17	0	
30	Portlidge Bill	Money Advance	150	13	0	150	13	0	
31	William Granger	Tripes	0	13	0	0	13	0	
32	James Grimes & Co	Beer	5	8	0	5	8	0	
			Forward	£1229			7	6	
[Tp 64] To amount brought forward						1229	7	6	
33	Joseph Fison	Butcher	13	5	2	13	5	0	
34	Society Merchants	Shiping Stores	0	14	8	0	14	8	

35	Bright Baillie & Bright	Beef	23	5	0	23	5	0
36	John Droughts	disbursments	15	4	6	15	4	6
37	William Mattocks	Primage	22	16	9	22	16	9
38	ditto	Cabbin Allowance	10	0	0	10	0	0
39	Lowbridge & Richard Bright	Disbursments	18	18	10	18	18	10
						1333	12	3
<u>Cargo</u>								
Walter Jacks Bread			46	12	0			
L & R Bright Entry etc			0	18	10			
Ditto Freight			15	7	6	62	18	4
						1396	10	7
Outward Freight								
Bright Baillie & Bright		William	2	9	9			
891.17.11		Randolph & Co						
Robert Bush & Co		2.15. John Leane	3	8	6			
0								
Owners of Triton		15. L & R Bright	16	17	8			
7. 6			910	0	5			
						932	16	4
						£463	14	3
Messrs Bush Elton & Bush for			$\frac{3}{12}$ of £463.14.3	115	18	$6\frac{3}{4}$		
Richard Bright for WM for			$\frac{2}{12}$ of ditto	77	5	$8\frac{1}{2}$		
Lowbridge & Richard Bright for			$\frac{7}{12}$ ditto	270	9	$11\frac{3}{4}$		
						£463	14	3
Examin'd & Settled the above Account this 1 day of June 1781 Bush Elton & Bush								

Tp 66–67 Triton 4th Voyage Partners' Accounts³⁵

Dr	Messrs Bush Elton & Bush In Account	
To your $\frac{3}{12}$	£1396.10. 7 amount Outsett Debits	349. 2. 7
less $\frac{3}{12}$	£932.16. 4 amount of Outward Freight	233. 4. 1
		115.18. $6\frac{3}{4}$
[Tp 67] for their $\frac{3}{12}$	Ship Triton's 4 th Outsett to Jamaica Cr	
By amount to your Debit in Account		£115.18. $6\frac{3}{4}$

Dr	Richard Bright Esq (for WM) In Account for	
To your $\frac{2}{12}$	£1396.10. 7 amount of Outsett Debits	232.15. 1
less $\frac{2}{12}$	£932.16. 4 amount of Outward Freight	155. 9. $4\frac{1}{2}$
		£77. 5. $8\frac{3}{6}$
his $\frac{2}{12}$	Ship Triton's 4 th Outsett to Jamaica Cr	
By amount to your Debit in Account		£77. 5. $8\frac{1}{2}$

³⁵ All three Debit Accounts are written on page 65 and all matching Credits on the opposite page 66. Here we have brought Debits and Credits for each partner together.

³⁶ Should read £77.5.8½; correct two line below.

Dr			Lowbridge & Richard Bright In Account		
To receive from Bush Elton & Bush Balance of their Branch					
To receive from Richard Bright Esq (for WM) ditto					
To your $\frac{7}{12}$ £1396.10. 7 amount Outsett Debitts					
less your $\frac{7}{12}$ £932.16. 4 amount Outward Freight Balance					
To receive from Sundries amount Outward Freight					
[Tp 67] for their $\frac{7}{12}$ Ship Triton's 4 th Outsett to Jamaica					
By Nicholas Blannin & Sons		Timber	149	10	0
Ditto		Labour	108	15	8
William Lewis & Son		Smith	37	5	0
William Griffiths		Smith	14	16	0
George Fisher & Son		Sailmaker	138	11	0
Bright Farr & Co		Cordage	180	12	0
Henry James		Blockmakr	19	0	0
Benjamin Hill		Plumber	3	16	0
William Evans & Co		Masts	40	9	0
Lazarus Browne		Painter	17	4	0
John Jones & Co		Shot	7	3	6
Baugh Ames & Co		Gunpowder	14	0	0
Sarah Vaughan		Chandlery	9	16	0
Bush Elton & Bush		Coopers	47	8	0
Robert Bush & Co		Pewterers	10	9	10
Edward Trusted		Rigger	19	17	9
John Protheroe		Ironmonger	31	14	0
Pennington & Bigs		Provisions	61	4	0
Samuel Henderson		Butter	2	14	6
William Beck		Halling Ship	0	7	6
By Cost of Goods on Owners Account Consign'd to Captain Mattocks					

Tp 68–69 Triton 4th Voyage Inset Accounts & Apportionment

Dr		Owners of Snow Triton their Account of said		
1	Bush Elton & Co	Coopers	13	16 6
2	Captain William Mattocks	Account Current	368	16 8
3	Seamens Wages	per Receipt	486	7 11
4	Edward Tristed	Rigger	1	9 0
5	John Drought	disbursments	6	10 0
6	Nicholas Barnes	Pilot	3	3 0
7	Henry Tudor	Pilott	8	13 4
8	Society Merchants	Landing Cargo	7	19 4
9	Mayor & Keywardens	Fees	2	5 0
10	Cuthbert & Hare	disbursments	8	12 4
11	Henry Garnett	Deals	0	4 6
12	Hospital Money	per Receipt	8	17 6
13	Captain Mattocks	disbursments	9	2 10
14	Richard Innis	Shipkeeper	1	9 0
15	Rawlins & Rudhall	Bricks	5	12 6
16	Seamens Wives	Advanced	10	1 0
17	Lowbridge & Richard Bright	disbursments	19	1 4
18	Cost of Sugar Lost the Owners proportion		15	0 0
			977	1 9
	To Bush Elton & Bush for $\frac{3}{12}$ of £737.19. 9	184.10. 0		
	ballance			
	To Richard Bright Esq for (WM) for $\frac{2}{12}$ ditto	123. 0. 0		
	To Lowbridge & Richard Bright for $\frac{7}{12}$ ditto	430. 9. 9		
			737	19 9
			£1715	1 6
	NB arrived in Kingroad 4 th March 1782			
[Tp 69] Ships 4 th Insett William Mattocks Master from Jamaica			Cr	
	By amount homeward Freight per discharging Book		1702	10 6
	By Cash received of sundry Seamen for Sugar lost		12	11 0
			£1715	1 6
Examin'd & Settled the above Account this 19 th day of Sep 1782 Bush Elton & Bush				

Tp 111–113 Triton 8th Voyage Owners' Instructions to Captain

Captain John Honneywill

Bristol 22 March 1787

Sir We hereby appoint you to the Command of our Ship Triton, on a voyage from hence to Antigua and Jamaica & order you to Compleat your Ship's Company to the Number of Sixteen yourself included and embrace the first fair wind to Sail from Kingroad for the Harbour of St John in the Island of Antigua where you must with all possible expedition discharge the Goods you have on board deliverable there & as the greater part of them are for our respected Friend Mr Kerr, we have written to him entreating that he will give you every facility in discharging which lies in his power - to him you will apply in respect to every thing you may stand in need of, & we have no doubt of his Friendship upon every occasion, in which You

can need it - We expect that you will be particularly cautious & land these Goods in compleat order and in every respect conformably with your Bills Lading & which we the more particularly urge to you, because this Gentleman has we understand had too much cause to complain of neglect in this point of Captains in our employ - As the quantity of Freight you have onboard for Jamaica, will we apprehend be fully sufficient for the Ballast of your Ship You must not make any Stay in Antigua after you have discharged your Goods, but with the utmost dispatch proceed to Kingston in Jamaica and for the same reason too (that is) not having any Balast to take onboard we expect your disbursements in Antigua will be very small - Upon your arrival at Kingston deliver our Letters for Messrs Duncomb Savage & Co to them & put yourself entirely under their direction, (when you have discharged the remainder of your Cargo,) in every thing that relates to your homeward Loading, both as to the Port to which you are to proceed to take it in at, as well as every other Circumstance relative thereto, as they are fully acquainted with our present views, & will from time to time continue to be advised by us of our wishes in respect to it - All we can now Say to you upon the Subject is, that you must use Your utmost diligence to carry into effect what they point out to you as necessary to be done - As you are already in possession of former orders given whilst you had the command of our Snow Industry which contained our general directions respecting your Conduct during the Voyage, we refer you thereto, & direct you to be guided by them so far as they are applicable to [Tp 112] Your present voyage, & not opposed to any directions we now give - repeating now however our orders, that you be particularly careful of Fire, attentive to Your Pumps, frugal in the expenditure of Stores, & particular in the Advice of your proceedings by every opportunity which offers during Your absence from Bristol - The Late Acts of Parliament respecting the Entry & Manifests of Ships, require such great exactness that you must be very careful that the officers of the Customs in Jamaica, fill up every Article of your Clearances in the manner herein directed - for upon the Least omission or irregularity on their part or on yours, your Ship upon her arrival here may be for a long time detained, or perhaps not admitted to an entry at all - You must likewise remember, that under certain Circumstances the late Act requires, that you should deliver Manifests of your Cargo to officers of the Customs who may come on board you before Your arrival in the Port of Bristol - it will therefore be necessary, that You should have always two of the Manifests ready & Compleat in every part, exactly corresponding with your Custom house Clearances, & with the Manifest to be delivered into the Custom house here - As those Copies of the Manifest will be forwarded by Post to the Collector here by the Officers who may come on board and receive them from you - For the same reasons it will be requisite that you prevent any of Your people from bringing home with them any larger quantity, either of Coffee or Rum, than what is Just Sufficient for expenditure on their homeward passage - the heavy penalties under the late Acts rendering very Small quantities of either sufficient to Confiscate the Ship, provided they are not in legal packages, & are not included in the Manifests. for Your further guidance we give you herewith Abstract of the Acts, & some Blank Manifests, which you will have only to fill up according to the printed directions thereon - As we have Shipt a few Lumber Articles for the Owners Account consigned to you, we hope that out of their proceeds you will be able to pay all your Ship's disbursements, but if not, Messrs Duncomb Savage & Co will advance you what is necessary for Your Bill upon us - Herewith we deliver to you all your Custom house Clearances - Mediteranean

pass- Register- Receipts for Hospital Money, Light money, & your other necessary papers, which we desire you will be [*Tp 113*] Careful of, & return such as are necessary at the end of the Voyage Provided you Comply with these and all our Subsequent orders, we shall allow You Six pounds per month wages, together with the Same accustomed primage & priviledges you had when in command of the Industry - In case of your Mortality, (which God prevent) we hereby appoint your Chief Mate Mr Thomas Weekes to Succeed you in the Command of your Ship provided (if the Same should happen whilst in Jamaica,) he be confirmed therein by our Good Friends Messrs Duncomb Savage & Co.

In Case you shou'd require advice or Assistance at any of the undermentioned Places - apply to our Friends mentioned after the name of each place -

We are - Sir Your Friends & Owners (sign'd) Lowbridge & Richard Bright

Cork or West of Ireland	Messrs Cuthbert & Hare
Madeira	Alexander Gordon & Co
Barbadoes	David Parris Esq
St Kitts or Nevis	Messrs Somarsall & Son
	or Fraser & Bannatyne
South Carolina	Edward Nieuville Esq
New York	Brook Smith Esq

Tp 114 Triton 8th Voyage Invoice of goods outward on Owners' account

Invoice of Sundries Shipt by Lowbridge & Richard Bright on board the Triton John Honnywill Master for Jamaica on Account & Risque of the Owners and goes Consigned to the Captain - Viz				
<T> X ³⁷	10000 Stock Bricks	Accounted for by Honeywell ³⁸ at 25/-		12 10 0
1 at 20 X ³⁹	20 Hogsheads Salt Viz New Hogsheads	at 11/-	11. 0. 0	
	Containing 480 Bushels	£16.		
		at 8d 0. 0		
	Entry 12/8 Bond & debenture 32/-	2. 4 .8		
	Filling 20 Hogsheads	at 3d 0. 5. 0	18. 9. 8	29 9 8
1 at 20 X ⁴⁰	20 Hogheads Oats Viz New Hogsheads	at 11/-	11. 0. 0	
	Containing 455 per 414 Bushels	at 2/- 41. 8. 0		
	Filling 20 hogheads	at 3d 0. 5. 0	41.13. -	52 13 0
1 at 10 X ⁴¹	10 Large Hogsheads filled with Coal	at		
	raming Heading Lining etc in all	14/6		7 5 0
Only 102	90 half bundles Long Puncheon Hoops	at 2/6	11. 5. 0	
BundlesX ⁴²	30 Ditto Long Pipe Ditto	at 2/-	3. 0. 0	14 5 0
			116. 2. 8	
	Charges Viz			
	To paid fees of entry at Custom House			

³⁷ X added in red ink.

³⁸ "Accounted for by Honneywell" added in red ink.

³⁹ X added in red ink.

⁴⁰ X added in red ink.

⁴¹ X added in red ink.

⁴² "Only 102 bundles" and 'X' added in red ink.

Wharfage Town & patent dues		1	7	6
Halling 53/- Shipping 30/- Bills Lading 1/1		4	4	1
Freight and primage (no primage)		64	0	0
Commission on £185.14.3 at 2½ per £200	9. 5. 8	4	12	10
Insurance at 40/- policy 9/- & Commission 20/-		5	9	0
Bristol 15 th March 1787 Errors Excepted	£195	16	1	

Tp 114 Triton 8th Voyage Provisions & Stores, unpriced

List of Provisions & Stores per Triton John Honnywill Master for Antigua & Jamaica March 1787				
1 old Butt		3 Kilderkins	14 Tierces Beef	1 new Funnell
15 old	Water	Flour		
Puncheons		4 ditto Pease	10 Barrels Pork	6 new Buckets
1 Hogshead	Qty 1 Ton	2 Kegs Split	2 Casks Butter qty	2 old Hogsheads
4 Barrels	beer (small)	Pease	1Cwt	Coal
		1 ditto Barley	2 Harness tubs corn	½ Cwt Chalk
2	Qty	1 ditto Vinegar	Beef from Fyson	1 Cwt Cheese
new Punchns	Cwt Bread			
2 old		1 Barrel Salt	2 Kegs Dubbin	
3 new Sugar Hhds		2 Kegs Tripes	1 old – 1 New Nun Buoys	
Bags old		2 Kilderkins new Bread		
I acknowledge to have receiv'd from Lowbridge & Richard Bright Copies, of the Letter of Instructions as on the other side, Invoice of Goods Consign'd me for Sale & List of Provisions & Stores as above, & all other of my Ships necessary Papers & Custom House Clearances Viz Sailors Articles, Mediteranean Pass Plantation Certificate receipts for Hospitals & Lights Monies List of Goods on board the Ship Triton etc all which I promise duly to observe & be accountable at the expiration of the Voyage as Witness my hand this Twenty fourth Day of March 1787				
John Honnywill				

Tp 115 Triton 8th Voyage Portlidge Bill

Portlidge Bill per Ship Triton John Honnywill Master for Antigua & Jamaica										
No	Mens Names	Stations	Wages per Month			Wages advanced				
1	John Honnywill	Master	6	0	0					
2	Thomas Weekes	Chief Mate	3	10	0	3	10	0		
3	Joseph Sloper	Second Mate	2	5	0	2	5	0		
4	William Outerbridge Discharged	Boatswain	2	5	0	2	5	0		
5	William Colins Ditto	Carpenter	3	10	0	3	10	0		
6	William Nugent	Cook	1	15	0	1	15	0		
7	Thomas Kervin	Seaman	1	10	0	1	10	0		
8	Thomas Curran	Ditto	1	10	0	1	10	0		
9	William Murphy	Ditto	1	10	0	1	10	0		
10	William Allen	Ditto	1	10	0					
11	Richard Melsom	Ditto	1	10	0	1	10	0		
12	Henry Wolfe	Ditto	1	10	0	1	10	0		
13	John McKenzie	Ditto	1	10	0	1	10	0		
14	Hugh Love	Ditto	1	10	0	1	10	0		

15	John Venson	Ditto	1	5	0	1	5	0
16	Robert Jenkins	Ditto	0	15	0			
						25	0	0

Tp 115 Triton 8th Voyage Freight List out

Primage sub-entries omitted but value included in full amount

Freight List per Ship Triton John Honnywill Master for Antigua & Jamaica									
Mks	Goods	To whom Consign'd	By whom Ship'd						
D	Amount	William Dunlop							
	Goods	Jamaica		4	6	6	4	9	0
	Ditto	Duncomb Savage & Co	Robert Bush & Co	15	16	10	16	4	8
S _{et} C	Ditto	Stephen Cooke		15	5	0	15	12	8
S _{et} C	Ditto	Jamaica	Walter	1	10	8	1	13	2
EW	Ditto	Edmund Wendell Esq	Jacks						
		Antigua		1	18	0	2	0	6
R ^p _x 4 _x H	Ditto	Robert Hibbert Esq		2	8	2	2	9	5
R ^k _x 4 _x H	Ditto	Jamaica	L & R	20	6	11	20	17	2
AH	Ditto		Bright				37	14	1
<T>	Ditto	Captain Honnywill					64	0	0
H	Ditto	Captain Honnywill	Captain Honnywill				5	12	0
<K>	Ditto	Charles Kerr Esq							
		Antigua	Evan Baillie Esq	82	8	0			
			Deduct 25 per Cent	20	11	8			
				61	16	4			
		add 128 Hhds Lime @ 9/-		57	12	0			
				119	8	4	122	8	0
							£293	0	8

Tp 116–117 Triton 8th Voyage Outset Charges and apportionment

Owners Ship Triton John Honnywill Master for Antigua & Jamaica									
To Sundries for Cost of 8 th Outsett								Dr	
1	To James Martin Hilhouse	Labor		198	6	6	198	6	6
2	Ditto	Materials		35	11	8	33	16	0
3	Ditto	Smith's Work		14	18	4	14	4	0
4	Bright Farr & Co	Cordage		143	16	11	136	13	0
5	George Fisher & Son	Sails		57	5	7	54	8	0
6	Walter Jacks	Bread etc		33	3	0	33	3	0
7	Charles Frederick Schmoll	Beef & Pork		81	10	0	81	10	0
8	Bush Elton & Bush	Coopers		29	3	8	27	14	-
?	To George Stott per Amount sundry Notes paid by him Viz								
9	Thomas Weeks	Mates		11	2	6			
		Disbursements							
10	John Parfit	Pilot		11	16	6			
11	Joseph Fison	Butcher		14	17	6			
12	John J Baker & Co	Canvas		10	2	0			
13	Society of Merchants	Dockage		10	4	0			

14	William Evans & Son	Masts & Spars	10	14	0			
15	James Henderson	Sundries	2	1	0			
16	John James	Halling Ale	0	19	6			
17	Henry Edgworth	Compasses	2	17	6			
18	William Stevens	Mast Maker	3	2	0			
19	William Pennington	Riger	9	5	0			
20	Henry James	Blockmaker	14	4	0			
21	William Acraman	Ballance Sundries	0	2	0			
22	Noble Farr & Co	Boat	10	5	0			
23	John Protheroe	Ironmonger	10	3	0			
24	William Griffiths	Smith	8	4	0			
25	Benjamin Hill	Plumber	4	0	0			
26	Robert Bush	Brazier	4	16	0			
27	Lettice Fussell & Son	Painters	14	10	0			
28	Richard Robinson	Joiner	3	15	0			
29	Thomas Aldridge	Twine	2	7	0			
30	John Woodward	Candles	4	13	6			
31	John Cave & Co	Oil etc	2	4	6			
32	Baugh Ames & Co	Gunpowder	7	7	0			
33	Sarah Smith	Ship Chandlery	4	3	0			
34	Samuel Welton	Beer	3	13	0			
35	William James	Butter	3	8	0			
36	Francis Williams	Cheese	2	7	0			
37	George Stott	Stamps etc	1	6	0	188	9	6
	Forwards					£768	4	0
[Tp 117] To Amount brought forward						£768	4	0
38	To Seamen's Advance	Portlidge Bill	25	0	0	25	0	0
39	Seamen's Wives omitted in Insett	per Receipts	6	0	0	6	0	0
40	J Shortridge ditto	Boathire	0	6	0	0	6	0
41	Richard Enness	Ship keeping	13	10	0	13	10	0
42	T Farley	Salt	0	2	6	0	2	6
43	William Pine	Advertizing	0	10	0	0	10	0
44	Thomas Granger	Tripes	0	13	0	0	13	0
45	Captain John Honnywill	Cabin allowance	10	0	0	10	0	0
46	Ditto	Privilidge Freight	6	0	0	6	0	0
47	Ditto	Primage	4	13	9	4	13	9
48	Ditto	Two Months pay allow'd him	12	0	0	12	0	0
49	Lowbridge Richard Bright	Disbursements	19	13	4	19	13	4
50	Society Merchants	Shiping Stores	0	11	0	0	11	0
51	George Webb	Chairs	1	16	0	1	16	0
						868	19	7
	Invoice Goods	on Owners Account	195	16	1	195	16	1
						£1064	15	8
	Outward Freight Viz							
	William & John Gordon		4	9	0			

Robert Bush & Co	16	4	8			
Walter Jacks	19	6	4			
Lowbridge & Richard Bright	125	0	8			
Captain Honnywill	5	12	0			
Evan Baillie	122	8	0	293	0	8
				771	15	0
Bush Elton & Bush ¼ of £771.15. 0 ballance	192	18	9			
Lowbridge & Richard Bright ¾ ditto ditto	578	16	3			
				771	15	0
Examined & Settled the above Account this 21 day of June 1787 Bush Elton & Bush						
NB Sail'd from Kingroad 1 st April 1787						

*Tp 118–119 Triton 8th Voyage Partners' Accounts at Outset*⁴³

[Tp 118] Dr Messrs Bush Elton & Bush their Account of the						
To your ¼ of £868.19. 7 Amount Outsett Debits	217	4	11			
To ¼ 195.16. 1 Cost of Invoice Goods	48	19	0			
Sail'd from Kingroad 1 st April 1787	£266	3	11			
[Tp 119] Ship Triton John Honnywill Master for Antigua & Jamaica Cr						
By your ¼ of £293. 0. 8 Amount of Outward Freight	73	5	2			
By Ballance at your Debit in Ship Account	192	18	9			
	£266	3	11			
Bristol 31 st June 1787 Errors Excepted ⁴⁴ per L & R B						

[Tp 118] Dr Lowbridge & Richard Bright their Account of the Ship Triton's						
To your ¾ of £868.19. 7 Amount of Outsett Debits	651	14	9			
To ¾ 195.16. 1 Cost of Invoice	146	17	0			
	£798	11	9			
[Tp 119] 8 th Outsett John Honnywill Master for Antigua & Jamaica Cr						
By your ¾ of £293. 0. 8 Amount of Outward Freight	219	15	6			
By Ballance at your Debit	578	16	3			
	£798	11	9			
Bristol 31 st June 1787 Errors Excepted per L & R B						

⁴³ All three Debit Accounts are written on page 118 and all matching Credits on the opposite page 119. Here we have brought Debits and Credits for each partner together.

⁴⁴ Including, presumably, the mythical date.

[Tp 118] Dr Captain John Honnywill General Account Current of Voyage to				
To Cash paid you on Owners Account previous to your departure				
Amount your freight out in the Triton	21. 5.12	26	12	0
To 10000 Bricks you Sold @ Antigua	£45 at 175	25	14	4
To Nett proceeds Salt & Coal @ Passamaquady	28.11. - at 9 ² / ₃	26	0	9
To Nett proceeds Goods <T> Sold at Jamaica	10.19. 4 at 140	7	16	7
To your Bill at Passamaquady favour Thomas Storrton		-	-	-
To Ditto at Jamaica favour Duncomb Savage & Co				
To the Owners Share of 4 passengers to & from America		20	0	0
To Cash paid Captain Honnywill the Ballance		619	11	11
		£725	15	7
[Tp 119] Antigua, Jamaica & Passamaquady with Owners Triton Cr				
By your disbursements at Antigua	55.10. 4 at 175	31	14	5
Ditto at Jamaica	154. 2.11 at 140	110	2	1
Ditto at Passamaquady	123.17. 0 at 9 ² / ₃	112	19	0
Ditto at Jamaica	360. 4. 2 ³ / ₄ at 140	257	5	10 ³ / ₄
By Wages you paid Seamen in Jamaica	Sterling	102	5	0
By Commission Allow'd you on Bricks @ Antigua	1. 5. 9			
Ditto on Sales @ Passamaquady none Charged therein	1. 6. 0	2	11	9
By your Priviledge Home	10			
Horse Hire £10 Clearing at Pill 12/6	10.12. 6			
Wages from 1 April 1787 to 25 June 1788 14 months 25	89			
deduct Hospital Money	at 15 88. 5. 0	108	17	6
Bristol 27 th September 1788 Errors Excepted		£725	15	7 ⁴⁵

⁴⁵ Amount rounded down, should read £725.15.7⁴⁵.

Tp 120-121 Triton 6th Voyage Inset Accounts and apportionment

Drs		Owners Ship Triton John Honnywill Master		Arrived 24 June 1788	
To Amount Captain Honnywills Account Viz					
Disbursements @ Jamaica		55.10. 4	at 175	31.14. 5	
Ditto at Jamaica		154. 2.11	at 140	110. 2. 1	
Ditto at Passamaquady		123.17. 0	at 9 $\frac{2}{3}$	112.19. 0	
Ditto at Jamaica		360. 4. 2 $\frac{3}{4}$	at 140	257. 5.10 $\frac{3}{4}$	
Seamen's Wages in Jamaica per Book				102. 5. 0	
Commission on 10000 Bricks Sold @ Antigua				1. 5. 9	
Ditto on Salt & Coal Sold at Passamaquady				1. 6. 0	
His own Wages from 1 April 1787 to			89. 0. 0		
25 June 1788 14 months & 25 Days at £6			0.15. 0		
deduct Hospital Money			£88. 5. 0		
Priviledge Home	10				
Horse Hire	10				
Clearing @ Pill		-12. 6	20.12. 6	108.17. 6	725 15 7 ⁴⁶
To Bush Elton & Bush's Coopers				17	0 0
To Society Merchants Landing Cargo				9	8 2
To Captain George Stott in sett disbursements Viz					
Mayor & Keywarden 45/- Cranemen & Ale 5/6				£2.10. 6	
Channel pilot 63/- Riverpilot £15.1.0				18. 4. 0	
Mates disbursements 16/11 Stamp Receipts 2/-				6.13. 0	
Clearing Ship Surveyours & Boatmen				0.15. 6	
Fyson for Beef 31/- Welton for Beer 8/-				1.19. 0	

⁴⁶ Amount rounded down, should read 725.15.7 $\frac{1}{2}$.

*Tp 123 Triton 8th Voyage Insurance Account*⁴⁸

Dr Insurance made per orders from Owners on the Ship			
To Schimmelpenning & Co			
Per £1000 Insured as above at £5 per Cent & policy 9/-	50. 9. 0		
600 Ditto added £5 per & policy 9/-	<u>30. 9. 0</u>	80	18 0
[Tp 123] Triton @ & from Jamaica to, at, & from			
Passamaquaddy & back to Jamaica			Cr
By Bush Elton & Bush's per ¼ Said premium to their Debit	20	4	6
By L & R Bright (Ship Triton) per ¾ Said premium	60	13	6
19 May 1789 Errors Excepted	£80	18	0

Fanny Documents list

Those in bold are given above in full apart from some sub-entry details; to access transcriptions of the others see p 8.

Fp 1–3 Owners' Instructions to the Captain 26 April 1777

Fp 3 Owners to Crofts, Watson & Co 26 April 1777

Fp 3 Owners to Insurers Marshall & Weare 16 June 1777

Fp 4 Portledge Bill, 1st Outset

Fp 5 First Cost & Outset charges 1st voyage

Fp 6 1st Inset, Debits

Fp 7 1st Inset, Credits

Fp 8–12 Manifest of goods carried as freight 2nd voyage

Fp 13–14 Invoice of goods on Owners' account 2nd voyage

Fp 15–16 Owners' Instructions to Captain 10 November 1777

Fp 17 Portledge Bill 2nd Outset

Fp 18–19 Outset charges 2nd voyage

Fp 19 Owners' merchandise charges 2nd Outset

Fp 20 2nd Inset Debits

Fp 21 2nd Inset Credits

Fp 21 Goods left with Agents and outstanding debts in Barbados

Fp 22 Invoice of goods on Owners' account 3rd voyage

Fp 23–27 Manifest of goods carried at freight 3rd voyage

Fp 28–30 Owners' Instructions to Captain 8 December 1778

Fp 31 Portledge Bill, 3rd Outset

Fp 32–33 Outset charges 3rd voyage

Fp 33 Owners' merchandise charges 3rd Outset

Fp 34–36 Sugar Sales at 3rd Inset

Fp 36 Invoice of goods on Owners' account 4th voyage

Fp 37–38 Owners' Instructions to Captain 27 December 1779

Fp 39–43 Manifest of goods carried at freight 4th voyage

Fp 44 Invoice for Pilchards on Owners' Account

Fp 45–47 Sugar and Cotton Sales for 3rd Inset

Fp 47 Portledge Bill for 4th Outset

Fp 48 3rd Inset Debits

Fp 49 3rd Inset Credits

Fp 50–51 Outset charges 4th voyage

⁴⁸ All three Debit Accounts are written on page 122 and all matching Credits on the opposite page 123. Here we have brought Debits and Credits for each partner together.

Fp 52 Owners' merchandise charges 4th Outset

Fp 53 Blank

Fp 54 4th Inset Debits

Fp 55 4th Inset Credits

Fp 55 Outstanding debts at time of 4th Inset

Fp 56–62 Manifest of goods carried as freight 5th voyage

Fp 63–64 Owners' Instructions to Captain 30 November 1780

Fp 64 Invoice of goods on Owners' account 5th voyage

Fp 65–66 Owners to Captain 2 January 1781

Fp 67 Portledge Bill for 5th Outset

Fp 68–69 Outset charges 5th voyage

Fp 70 Owners' merchandise charges 5th Outset

Fp 71 Blank

Fp 72 5th Inset Debits

Fp 73 5th Inset Credits

Fp 74–79 Manifest of goods carried at freight 6th voyage

Fp 79 Invoice of goods on Owners' account 6th voyage

Fp 80–81 Owners' Instructions to Captain 8 January 1782

Fp 81 Invoice for Butter on Owners' account

Fp 81 Portledge Bill for 6th Outset

Fp 82–83 Outset charges 6th voyage

Fp 84 Owners' merchandise charges 6th Outset

Fp 85 6th Inset Debits

Fp 86 6th Inset Credits

Fp 87–94 Manifest of goods carried at freight 7th voyage

Fp 95 Invoice of goods on Owners' account 7th voyage

Fp 96–97 Owners' Instructions to Captain 21 December 1782

Fp 98 Owners' Instructions to Captain 28 December 1782

Fp 99 Portledge Bill for 7th Outset

Fp 100–101 Outset charges 7th voyage

Fp 102 Owners' merchandise charges 7th Outset

Fp 103 7th Inset Debits

Fp 104 7th Inset Credits

Fp 105–111 Manifest of goods carried at freight 8th voyage

Fp 112–113 Owners' Instructions to Captain 12 December 1783

Fp 114 Invoice of goods on Owners' account 8th voyage

Fp 114 Portledge Bill for 8th Outset

Fp 115–116 Outset charges 8th voyage

Fp 116 Owners' merchandise charges 8th Outset

Fp 117 8th Inset Debits

Fp 118 8th Inset Credits

Fp 119–122 Owners' Instructions to Captain 10 February 1785

Fp 123 Invoice of goods on Owners' account 9th voyage

Fp 124–126 Manifest of goods carried at freight 9th voyage

Fp 127 Owners to Agents 12 February 1785

Fp 128 Portledge Bill for 9th Outset

Fp 129–130 Outset charges 9th voyage

Fp 130 Owners' merchandise charges 9th Outset

Fp 131 9th Inset Debits

Fp 132 9th Inset Credits

Fp 133–135 Manifest of goods carried at freight 10th voyage
 Fp 136–137 Invoices of goods on Owners' account 10th voyage
 Fp 137–138 Owners to Agents 24 February 1786
 Fp 138–141 Owners' Instructions to Captain 24 February 1786
 Fp 142 Portledge Bill for 10th Outset
 Fp 143–144 Outset charges 10th voyage
 Fp 145 Owners' merchandise charges 10th Outset
 Fp 146 Blank
 Fp 147 10th Inset Debits
 Fp 148 10th Inset Credits
 Fp 149–151 Manifest of goods carried at freight 11th voyage
 Fp 152 Invoice of goods on Owners' account 11th voyage
 Fp 153–154 Owners to Agents 22 December 1786
 P154–155 Owners' Instructions to Captain 22 December 1786
 Fp 156 Portledge Bill for 11th Outset
 P157–158 Outset charges 11th voyage
 Fp 158 Owners' merchandise charges 11th Outset
 Fp 159 11th Inset Debits
 Fp 160 11th Inset Credits
 Fp 160–161 After Account Debits for 11th voyage
 Fp 162–166 Manifest of goods carried at freight 12th voyage
 Fp 167 Invoice of goods on Owners' account 12th voyage
 Fp 168–169 Owners' Instructions to Captain 22 January 1788
 Fp 170 Owners to Agents 25 January 1788
 Fp 171 Portledge Bill for 12th Outset
 Fp 172–173 Outset charges 12th voyage
 Fp 174 Owners' merchandise charges 12th Outset
 Fp 175 12th Inset Debits
 Fp 176 12th Inset Credits

Triton Documents List

Those in bold are printed in full above; to access transcriptions of the others see p 8.

Tp 1–2 Freight List for Grenada etc
 Tp 3–7 Owners Instructions 10th Sept 1777
 Tp 8–10 Tradesmen for cost of 1st Outset
 Tp 11 Portledge Bill for 1st Outset to Jamaica
 Tp 12–15 Partners' Outset Accounts
 Tp 16–17 1st Inset Accounts
 Tp 18 Partners' Inset Accounts
 Tp 19–23 Owners' Instructions 30th Nov 1778
 Tp 23 Invoice of goods shipped by Lowbridge & Bright with letter to Captain 1st December 1778
 Tp 24 Provisions & Stores (quantities not prices) acknowledged by Captain
 Tp 24 Portledge Bill for 2nd Outset
 Tp 25–28 Freight List for 2nd Outset
 Tp 29–30 Tradesmen for Cost of 2nd Outset

- Tp 31 blank
- Tp 32–33 Partners' Outset Accounts
- Tp 34–35 2nd Inset Accounts
- Tp 36–37 Partners' Inset Accounts
- Tp 38 blank
- Tp 39–41 Owners' Instructions 20th December 1779
- Tp 42 Invoice for bricks and brick accounts for Lowbridge & Bright
- Tp 42 Provisions & Stores (quantities not prices)
- Tp 43 Freight List 3rd Outset
- Tp 43 Portlidge Bill 3rd Outset
- Tp 44–45 Tradesmen for Cost of 3rd Outset
- Tp 46–47 Partners' Accounts 3rd Outset
- Tp 48–49 3rd Inset Accounts
- Tp 50 Logwood Sales
- Tp 51 blank
- Tp 52–53 Partners' 3rd Inset Accounts
- Tp 54–55 blank
- Tp 56–58 Owners' Instructions 10 March 1781**
- Tp 59 Provisions & Stores 4th Outset (quantities not prices)**
- Tp 59 Invoice for Bread shipped by Lowbridge & Bright**
- Tp 60–61 Owners' further Instructions 10 March 1781**
- Tp 61 Freight List 4th Outset**
- Tp 62 Owners to Captain 26 March 1781**
- Tp 62 Portlidge Bill 4th Outset**
- Tp 63–64 Tradesmen for Costs of 4th Outset**
- Tp 64 Cargo & Outward Freight Summaries**
- Tp 65 blank
- Tp 66–67 Partners' Accounts for 4th Outset**
- Tp 68 4th Inset Debits**
- Tp 69 4th Inset Credits**
- Tp 70–71 Partners' Accounts 4th Inset
- Tp 72–73 blank,
- Tp 74–75 omitted, presume blank
- Tp 76 Owners' Instructions 15 December 1782 & Invoice for Salt shipped by Lowbridge & Bright
- Tp 77 Provisions & Stores for 5th Outset (quantities not prices)
- Tp 77 Portledge Bill 5th Outset
- Tp 78 Freight List 5th Outset
- Tp 79 blank
- Tp 80–81 Tradesmen's Costs for 5th Outset
- Tp 82–83 Partners' Accounts 5th Outset
- Tp 84–85 blank
- Tp 86–89 5th Inset Accounts
- Tp 89 Partners' Accounts 5th Inset
- Tp 90–91 Owners' Instructions 7th January 1784
- Tp 91 Provisions & Stores for 6th Outset (quantities not prices)
- Tp 92 Freight List 6th Outset
- Tp 93 Portlidge Bill 6th Outset
- Tp 94–95 Tradesmen's Costs 6th Outset

- Tp 96–97 Partners' Accounts 6th Outset
- Tp 98–99 6th Inset Accounts
- Tp 100–101 Partners' Accounts 6th Inset
- Tp 102–103 Owners' Instructions 7 May 1785
- Tp 103 Provisions & Stores for 7th Outset (quantities not prices)
- Tp 104 Invoice for bricks shipped by Lowbridge & Bright
- Tp 104 Portlidge Bill 7th Outset
- Tp 105–106 Tradesmen's Costs 7th Outset
- Tp 107 Partners' Accounts 7th Outset
- Tp 108–109 7th Inset Accounts
- Tp 110 Partners' Accounts 7th Inset
- Tp 111–113 Owners' Instructions 22 March 1787**
- Tp 114 Invoice for sundries shipped by Lowbridge & Bright**
- Tp 114 Provisions & Stores for 8th Outset (quantities not prices)**
- Tp 115 Portledge Bill 8th Outset**
- Tp 115 Freight List 8th Outset**
- Tp 116–117 Costs for 8th Outset**
- Tp 118–119 Partners' Accounts 8th Outset**
- Tp 120–121 8th Inset Accounts**
- Tp 122–123 Partners' Accounts 8th Inset**
- Tp 124–129 Owners' Instructions 28 November 1788
(attached to Tp 129 Provisions & Stores for 9th Outset, quantities not prices)
- Tp 130–134 Freight List 9th Outset
- Tp 134 Invoices for Lime and sundry shipped by Lowbridge & Bright
- Tp 135 Portlidge Bill 9th Outset
- Tp 136–137 Costs 9th Outset
- Tp 138–139 Partners' Accounts 9th Outset
- Tp 140 Sales of imported Rum
- Tp 141 Crossed through
- Tp 142–143 9th Inset some receipts
- Tp 144–145 9th Inset Accounts
- Tp 146 Partners' Accounts 9th Inset
- Tp 147 blank
- Tp 148–149 Final Accounts

8

THE *DRUID*

The *Druid* seems to have been brought back into service for just two voyages¹ and then sold. She was owned by Lowbridge Bright ($\frac{2}{3}$), Bush Elton & Bush ($\frac{1}{4}$) and George Stott ($\frac{1}{12}$); with Lowbridge Bright as Ship's Husband. George Stott was a captain, very likely the former commander, who had been minding the vessel when it was laid up, and who took charge of the refitting.²

The Owners' Accounts³ are of interest on two counts: the comparison of the initial cost with the sales value realised only two years later; and the impact of the recent Export Act on the documentation of cargo.

The Refit

The outfitting costs in 1789–90 seem to amount to just over £1300, of which nearly 60% was to the well-known shipbuilders Hillhouse & Co.⁴ The comparable costs in 1791 were only £312 11s. It is not clear just what induced the owners to sell the refitted vessel after only two voyages. Britain was still at peace in 1791, though some might have reckoned that war with France was imminent. At any rate, she was sold for £1600 'as she came from Sea',⁵ ie with all the refitting for the next voyage yet to do. Altogether, this suggests a merchant very keen to get just this sort of ship at this time and an offer too good to refuse, rather than any dissatisfaction of the owners. In all, she had done them well:

	Outset net Costs	Inset net Revenue	Surplus/(Loss)
1790	£1523 4s 9d	£730 4s 1d	(£793 0s 8d)
1791	£412 8s 5d	£2099 8s 6d	£1687 0s 1d
Total	£1935 12s 14d	£2829 12s 7d	£893 0s 5d

The Manifest Act

The Export Act of 1786 seems to have aroused much more commercial interest at the time than the great simplifying Customs & Excise Act of 1787. The Manifest Act, as it was called, did indeed allow the Customs to seize anything not accurately declared on the ship's manifest, however trivial or accidental the error.⁶ The effect of the Export/Manifest Act is hard to see here, despite the Owners' emphasis.⁷ Neither Invoices for

¹ Presumably with reference to her earlier service, her voyages here are listed as 12th and 13th, but we refer to them as 1790 and 1791 respectively.

² pp 11–12, 33–34.

³ BA: 39654/4. They are paginated at first and then unnumbered but we continue the pagination notionally and use (p *n*) as reference.

⁴ p 11.

⁵ p 39.

⁶ 26 George III c.40. W. Minchinton, *Politics and the Port of Bristol in the 18C* (BRS, XXIII, 1963) pp 163–4.

⁷ p 1, p 23.

goods on the owners' account nor the Freight lists contain anything like full shipping marks, as the selection printed shows; and there are as usual no Freights Lists or Invoices, still less Manifests, for the return voyage. Whatever the demands of the Customs in Bristol or in Jamaica, the owners' documentation was immaterial.

P 1–3 Druid 1790 from Owners' Instructions to Captain Henderson

Captain James Henderson⁸

Bristol 25th February 1790

Sir Having from the encreased Shipments of our Friends at Old Harbour found that the Sybil was not sufficiently large for their accommodation and finding upon examination that our Ship *Druid* was in respect to her Timbers and plank, in exceeding good condition we have at a large expence given her a compleat and thorough repair and having now made her, according to our best Judgement, as good and as safe a Ship for the West India trade, as need be; we give you the Command of her for a Voyage from hence to Kingston and Old Harbour, in the Island of Jamaica, and back to the Port of Bristol

We hereby order you to get Your Ships Company on Board to the number of Twenty Yourself included, and proceed on your Voyage the first favorable opportunity

...

In our last and former orders we have dwel't so much upon the absolute necessity of a strict and minute compliance with the injunctions of the Manifest act that it is scarcely necessary now to repeat the subject, except it be for the purpose of preventing its escaping your Stricted attention, and mentioning that [*page 2*] every Year make this an object of still greater importance, nor is this attention alone necessary, in regard to your manifest homewards but likewise to your clearances of your outward Cargo. The Custom officers in Jamaica are become as strict and act under as sever orders as those in England The late seizure of the Friends Captain Sherry and the Ship [blank] of London, are too convincing proofs of this, to suffer it to remain in any doubt, what would be the event to any other Ship under the like or any similar circumstances. The Charge committed to your Care and to that of every other Captain is becoming daily a more important one, and your and their attention must become in proportion more particular, or it will be too great a risque for Merchants to continue Ship Holders. We therefore must repeat our injunction that you strictly attend to the former orders which we have given you on this subject, applying the same as cercumstances may be to the regulation of your Conduct, in respect to your outward Cargo

...

We rely on your shewing a strict attention to our Interest; a punctual discharge of your duty; observance of your Orders; and the utmost economy in your disbursements; and wishing [*page 3*] you a safe and prosperous Voyage we subscribe Ourselves

Sir Your Friends & Owners

L & RB⁹

⁸ Whom we have met already as Captain of the *Triton*: Section 6.

⁹ Lowbridge and Richard Bright.

P 4 Druid 1790 Invoice for outward cargo on owners' account

Invoice of Sundries Shipt by Lowbridge & Richard Bright on board the Druid James Henderson Master for Jamaica, on the Proper Account & Risque of the Owners of the Ship & goes Consigned to said Master Markt etc per Margin Viz				
ND 1a30	30 Hogsheads Salt Viz 26 Bushels each 780 Bushels @ 8d	26. 0. 0		
	filling 30 Hogsheads 3d	0. 7. 6		
	Bond & Debiture 1.12. 0			
	Entry & Fees 0.19. 4	2.11. 4		
	30 New Large thick Hogsheads @ 12/-	18. 0. 0	46	18 10
	20 Large Old Hogsheads Lime in all 11/3 each		11	5 0
	150 half Bundles Puncheon long Hoops @ 2/6	18.15. -		
	50 Ditto Pipe Ditto 2/-	5. 0. 0	23	15 0
	7000 Stock Bricks 25/-		8	15 -
	100 Barrells White Herrings 21/-		105	0 0
	To paid fees of entry & Wharfage & Town Dues on all but Salt		1	7 2
	Halling & Shipping		2	18 6
	Commission Say Freight		91	5 0
	Commissions on £ [blank] @ 2½ per Cent		7	5 7
EWE	£315 Insurance 40/- policy 9/- & Commissions½ per Cent 31/6		8	6 6
285 ¹⁰			£306	16 7
Bristol 20th February 1790 Errors Excepted				
	deduct Insurance Charge	8. 6. 6	8	6 6
	Advance on Salt	1.12. 6		
Sailed from Kingroad 5 March 1790				

¹⁰ Significance unclear, may cross-refer to other accounts.

P 6 Druid 1790 Freight List outward,

1st page only, to illustrate that the shipping marks at this level were no more elaborate than usual despite the Export/Manifest Act

Ship Druid Freight List James Henderson Master for Jamaica							
Mks & Nos	Quality of Goods	By whom Shipped	By whom Consign'd	Quantity	Price	Money	Amount
<D>G	81 Bundles Iron Hoops	Lowbridge & Richard Bright	Duncomb Savage & Co	40 Cwt.0.23			
	1 Bag Rivets			12. 0.10			
	42 Bars Iron			8. 0. 0			
	16 Bundles Iron Rods			18. 3.20			
	4 Casks Lead & Shot			9. 1. 7			
1a4	10 Bundles Wain Tyre			2. 3.11			
	3 Gudgeons			7. 3. 0			
	7 Axles			99.0.15	1/6	7 8	8
	4 Copper Taiches			12 Cwt.1.16	4/6	2 15	9
	4 Sheets Copper			3.2.10			
1a7	7 Casks Nails			8.3.20			
	1 ditto Tyre/Nails			1.1.18			
	1 Ditto Cattle Chains			3.2.2			
8				17.1.22	2/-	1 14	10
					0	2 0	0
			1	2 6	6		
1a4	1 Box Butt Corks						
	4 Casks Hoes						
	1 Box Paper						
2a13	12 Bundles Paper						
	1 Box Tin Trunks						
1a40	1 Puncheon Negro Hatts						
	40 Kegs Paint						
	3 Pairs Smiths Bellows						

1a50	50 Jars Neats foot Oil	Lowbridge & Richard Bright	Duncomb Savage & Co	(1 Gall)	1/-	2	10	0			
	20 3-Gallon Jugs Vinegar				2/-	2	0	0			
	10 5-Gallon Ditto				2/6	1	5	0			
	10 Kegs Vinegar 48 Galls 3 Pts			48 Galls 3pts	3d	0	12	1			
1a10	10 Jugs Pearl Barley				2/-	1	0	0			
11a50	40 Ditto Grutts				2/-	4	0	0			
	20 ½-Bushel Kegs Split Pease				1/3	1	5	0			
1a10											
41a50	40 Casks Bottled Liquor			336Doz 11bot							
1a15											
31a35					1/4	22	9	2			
	120 Baskets Cheese			61 Cwt.3.13	3/-	9	5	7			
	1 Cask Corn Mills			6 Mills	1/3	0	7	6			
	6 Chests Bacon			36 Sides	1/3	2	5	0			
	1 Gudgeon 0Cwt.1.19			40 Cwt.1.2	1/6	3	0	5			
	35 Grating Bars 39.3.11			Primage at 2½ per Ct		1	15	0	71	15	5
RxXH	10 Sheets Lead			62 Cwt.1.9	1/6	4	13	6			
1	1 Bale Oznabrigs 31.8			78.7.0	1/3	4	18	2			
2a4	3 Bales Pennistones 46.11										
1a2	2 Puncheons Hatts				16/-	1	12	0			
1a2	2 Casks Hoes etc			24 doz	9d	0	18	0			
						£12	1	8			
				Forwards					71	15	5

P 11–12 Druid 1790 Outset Costs and Credits

The inner set of figures are the amounts invoiced and the outer are the amounts paid, less discount, given or taken.

Owners Ship Druid James Henderson Master for cost of 12 th Outfitt to Jamaica								
To Sundries Drs								
1789 To Captain G Stott for Shipkeeping to 19 Instant brought								
May in Since Settlement Last Inset	5	5	0	5	5	0		
To James Martin Hillhouse Labour	295	0	1	295	0	1		
Materials £743.6.3	294	5	11	279	12	0		
Ironmongery etc	136	13	9	129	17	0		
Sundry Stores etc	17	6	6	16	9	0		
To Bright Farr & Co Cordage	262	2	1	249	0	0		
To John Chubb Sailmaker	114	6	8	108	12	0		
To Benjamin Hill Plumber	31	6	3	29	15	0		
To Richard Robinson Joiner	13	15	2	13	2	0		
Ditto Labour	17	15	7	17	15	7		
To Walter Jacks Bread Pease etc	49	5	6	49	5	6		
DittoPork	24	0	0	24	0	0		
To Susanna Browne & Son Painters etc	29	12	9	28	3	0		
To Acraman Jones & Co Masts etc	25	11	6	24	6	0		
To Bush Elton & Bush Coopers	39	17	10	37	18	0		
John Watkins 8 Tierces Beef	26	0	0	26	0	0		
John McCullom Beef & Butter	30	11	6	30	11	6		
	1412	16	1					
discounted	48	4	5	1364	11	8		
Society Merchants for Lying in the Floating Dock from 2								
Sep 1788 to 22 Sep 1789	21	12	9	21	12	9		
Ditto Shipping Stores	0	15	8	0	15	8		
To Thomas Granger 2 Kegs Tripe	0	13	0	0	13	0		
To Owners Triton 4 Old Crow Bars 0 Cwt.2.4 at 20/-	0	10	9	0	10	9		
To Thomas Farley Salt	0	3	9	0	3	9		
To Captain Henderson Cabbin Allowance 10.0.0								
Primage 7.7.3								
Chaise Hire & Clearing at Pill 26/6 <u>8.13.9</u>	18	13	9	18	13	9		
To Advertising for Freight	1	13	0	1	13	0		
To Lowbridge & Richard Bright Disbursements Viz								
Entring out 21/- New Register 10/6 1.11.6								
New Pass 21/- Sailors Articles & Receipts 16/-1.17.0								
Clearing out Excise on Beer etc 10.15.6								
Seamen's Advance Notes 31.11.0								
Seamen's Wives Since <u>4. 9.0</u>	50	4	0	50	4	0		
To Purser Ship of outset	10	10	0	10	10	0		
Forwards				£1469	8	4		

[p 12] Dr Owners Ship Druid James Henderson				
1790	To amount brought forwards		1469	8 4
	To Captain George Stott's disbursements Viz			
	the discounts	John Jones Mates disbursement &		
	are allowed on	Loading	14.	4. 0
	these	James Gilmore River and Channel pilot	15.	3. 6
	Notes	John Jones Docking Ale	0.15.	0
		Paul Farr & Co Boat repairs	16.	4. 6
		William James Mast & Spars	18.	6. 0
		William Stephens Mastmaker	8.18.	6
		Henry Link Water Closet	2.	3. 6
		Robert Bush & Co Braziers	6.14.	0
		James Punter Tinman	1.16.	6
		Henry James Blockmaker	18.14.	0
		William Griffiths Blacksmith	3.19.	0
		James Price Handscrews etc	5.	7. 6
		John Protheroe Ironmonger	11.	9. 0
		William Penington Rigger	24.	6. 0
		William Acraman Oil Varnish etc	4.	16. 0
		John Watkins twice laid Cordage etc	13.	2. 0
		John J Baker & Co Oznaburgs	2.	2. 0
		Thomas Aldridge Canvas Twines etc	6.19.	0
		Benjamin Brown Compasses	1.	6. 0
		John Cave & Co Medicines etc	2.15.	0
		George Stottown disbursements	12.	0. 6
		Elizabeth Prust Ship Chandlery	1.	6. 6
		Samuel Fripp & Co Candles	2.19.	0
		Francis Williams Cheese	2.	5. 0
		Thomas Harding Brewers	2.13.	0
		Joseph Fison Butcher	9.17.	0
		Susanna Brown Painting in 1788 & 1789	2.16.	6
		John Edwards Shipkeeper	6.	8. 0
		Elton Ames & Co Gunpowder	1.13.	6
			221	0 0
Cargo	To amount Invoice Consigned the Captain	306.16.	7	1690 8 4
	deduct Insurance Commission etc	9.19.	0	296 17 7
			£1987	5 11

P 22–25 Druid 1791 from Owners' Instructions to Captain

Captain James Henderson

Bristol 5th March 1791

Sir We continue you the Comand of our Ship *Druid* and Order you to get your Ships Company on board to the Number of Twenty yourself included, you are then to embrace the first favourable Opportunity of Sailing for Kingston in the Island of Jamaica.

...

We likewise must enjoin a strict conformity to the Manifest Act in every particular; And do require, that you, or your Mate, do examine the Mark & Number of every Package which is received on board your Ship, & immediately Enter the same in a Book, from which to form your Manifest; as the least Error, either in the Mark or Number, may, as it has already been, deem'd a sufficient cause for seizure and condemnation of the Goods. In respect to Rums it has been particularly fatal, and therefore should any other Marks or Numbers be upon the Puncheons, besides those under which they are to be shipt, they must with the utmost care be Erased, before they are taken on board. In respect to presents we require your strict conformity to the instructions given in your Orders the Voyage before last, and to which we wish you to referr, not only on this Account, but for their useful caution, contained therein. The Charge committed to your care, & every other Captain, is becoming daily more important, on Account, of the numerous restrictions and regulations, making continually by Government; and you must in proportion become more particular and attentive, to prevent the Loss which otherwise you & Me may sustain thereby. The Custom house [*p 24*] Officers in Jamaica are now become as strict, and act under as severe Orders, as those in England; The last seizure of the Friends Captain Sherry, and some other Ships, are convincing proofs of this; and shew what would be the fate of any other Ship, if the Captain, or any of the Crew, are detected in any clandestine Importation of Goods, or breach of the Manifest or Navigation Acts.

...

We particularly request that you keep us advised of your proceedings by every Opportunities mentioning the progress you have made in your Homeward Loading, with the Marks & Numbers of such Goods you actually have on board, & what more you expect from the different Shippers.

...

Wishing you a safe & prosperous Voyage We are Sir Yours Friends &
Owners L & R B

P 26 Druid 1790 Invoice of Goods out on Owners' Account

Invoice of Sundrys Shipt by L & R Bright on board the Druid James Henderson Master for Jamaica Consigned to Messrs Duncomb & Savage & Co Merchants there on the Proper Account of the Owners of said Ship. Markt & Number'd per Margin Viz				
N ² D	20 Large Old Hogsheads of Lime in all 11/-			11 0 0
	180 half Bundles Puncheon Wood Hoops 2/6	22.10. 0		
	60 half Ditto Pipe Ditto 2/-	6. 0. 0	28	10 -
	20 Large new Hogsheads for Salt 12/-	12. 0. 0		
	2 6 Bushels each 520 bushells 8d	17. 6. 8		
	Bond & Debenture 1.12. 0			
	Entry & fees 0.13. 6			
	Filling 3d each 0. 5. 0	2.10. 6	31	17 2
	5000 Bricks 25/-		6	5 -
	15 Grindstones 40 Cwt.0.7@ 33/- per Ton 80.18.2		3	6 -
	To fees of entry at Custom House Wharfage etc		4	10 6
	Freight per Bill Loading		62	5 -
	Commissions on £114.13.8@ 2½		3	13 10
EWf	£160 Insurance @ 40/- part policy 4/6 & Commission		4	4 6
58 ¹¹	Bristol 1 st March 1791 Errors Excepted		£155	12 0
Invoice of Herrings Shipt by L & R Bright on board the Druid James Henderson Master for Jamaica and to him Consigned on Account of the Owners of Said Ship. Viz				
	102 Barrells Herrings @19/-	96.18. 0		
	Coopering examining etc before they were Shipt	1.14. 0	98	12 -
	fees of entry Wharfage Shipping etc		0	17 6
	Freight & Primage 5/- each		25	10 -
EWf	Commissions on £124.19.6 @ 2½		3	2 6
58 ¹²	£130 Insurance @ 40/- policy 9/- & Commission 13/-		3	14 -
			£131	16 -
	Bristol 1 st March 1791 Errors Excepted			

¹¹ Significance unclear, may cross-refer to other accounts.¹² Significance unclear, may cross-refer to other accounts.

P 27 Druid 1791 Freight List Outward

1st page only, to illustrate that the shipping marks at this level were no more elaborate than usual despite the Export/Manifest Act, and omitting Primage sub-entries

Freight List of Cargo on board the Druid James Henderson Master for Jamaica March 1791									
Mks & Nos	Quality Goods	By whom Shipt	To whom Consign'd	Quantity	Price	Money	Amount		
X _R	20 Barrells Herrings	G Stott	A McKenzie	17ft 6Ins	5/-	5 0 0			
	1 Crate Glass				1/-	0 17 6			
WO	20 Barrells Herrings	J Price	J Price	63 Galls 1 Cwt	5/-	5 0 0	6	0	6
Dir @	1 Hoghead Cyder				3d	0 15 9	5	2	6
Isaac	1 Barrell Cheese					0 3 0			
Price						0 18 9	1	1	3
† < W	10 Sheets Lead	Protheroe & Co	James Walker	70Cwt.2.16	1/6	5 6 0	5	8	8
R ^o B	10 Sheets Lead			70Cwt.2.18	1/6	5 6 0			
	11 Casks Nails	Protheroe & Co	Rickaby & Bruce	32	2/-	3 4 0			
	3 bds Sheathing Paper			16ft 3	1/0	0 16 3			
	1 Large Truss Goods					0 16 0	10	7	3
WF1/9	9 Puncheons Sadlery	H King Jnr	William Fry		19/-	8 11 0			
10.11	2 Hhds Does Hair				16/-	1 12 0			
12a23	12 Horse Potts				2/6	1 10 0			
24&25	2 bds (12 Mule Pads)				2/-	1 4 0			
26@31	6 2-Gall Jugs Oil				2/-	0 12 0			
RB 1	1 Bdle Tanned Hydes	Perrin Bence & Co	Richard Brodhurst	38ft 6		13 9 0	13	15	9
	1 Cask Ironmongery								
	1 Case Ditto			53ft 6					
	1 Box Ditto			92	@ 1/3	5 15 0	5	17	10

F ^C 1 2	1 Still & Head 1450 Gall	J Freeman & Copper Co	D S & Co	25/-per100		23	2	6	
	1 Ditto 200 & Ditto 2650			30Cwt.2.25	4/-	6	2	10	
	2 Blocks Tin Worms			38Cwt.1.13	4/6	8	12	8	
	2 Copper Clarifiers					37	18	0	
1.2 9a12	4 Taiches								2 0
G ^C B 1a7	7 Boxes Glass			62ft 2Ins					
	6 Tierces Bott Liquor			60 doz	1/4	4	0	0	
	2 Hhds Earthen ware			8ft 4Ins	19/-	1	18	0	
	1 Box China Ware			70 ft 6	1/3	4	8	1	
17	1 Puncheon Hams					0	16	0	
18	1 Chest Bacon			6 Sides	1/3	0	7	6	
19	1 Basket Oysters	William	George Gibbs			0	2	0	
20	1 Basket Cheese	Tilladams	Baillie			0	3	0	
21	1 Box Stockings			6ft 9Ins					
22	1 Case Broad Cloth			7ft 10					
23	1 Puncheon Shoes					0	19	0	
30a35	2 Trunks Ditto			8ft 2					
24a33 & 34	3 Hogsheds Tin ware				19/-	2	17	0	
25a29	5 Cases Hatts			50ft 10					
31	1 Box Printed Linen			9ft 2					
32	1 Truss			82ft 9Ins	1/6	6	4	1	
						21	14	8	
				Forwards					
						22	5	6	
						£119	1	3	

P 33–34 *Druid 1791 Outfitting Costs*

Owners Ship <i>Druid</i> James Henderson [Master] per 13 th Outfit Expences to Jamaica (March 1791)							
Drs							
To James M HillhouseLabour	42	6	6	42	6	6	
Materials	25	3	4	23	18	0	
Smith's work	21	19	8	20	18	0	
To Bright Farr & Co Cordage	137	8	5	130	11	0	
To John Chubb Sailmaker	62	13	0	59	10	6	
After Note	0	6	0	0	6	0	
To Bush Elton & Bush Coopers	36	18	0	35	1	0	
To Walter Jacks Bread etc	47.10.11						
Irish Provisions	58. 9. 4	106	0	3	106	0	3
To Captain Henderson Cabbin allowance	10. 0. 0						
Ditto Primage 12.8.1 Chaise 9/-							
Clearing at Pill 12/6	13. 9. 7	23	9	7	23	9	7
To Thomas Farley Salt	0	2	6	0	2	6	
To Thomas Granger 2 Kegs Tripe	0	13	0	0	13	0	
To Society Merchants Shipping Stores	0	14	3	0	14	3	
To Cash paid George Stotts disbursements Viz							
P Peake Mate disbursements & Loading	11	13	0				
J Craddy River & Channell Pilot	23	14	0				
John Jones Docking Ale	0	14	6				
Farr & Co Boats Repairs	10	5	6				
Acraman Jones & Co Spars	7	2	0				
W Stevens Mastmaker	1	15	0				
W Penington Rigger	9	15	6				
W Griffiths Blacksmith	3	8	0				
John Protheroe Ironmonger	7	12	0				
Robert Bush & Co Brazieri	1	15	6				
Benjamin Hill Plumber	2	1	0				
Richard Robinson Joiner	2	15	0				
Henry James Blockmaker	5	0	0				
James Punter Tinman	1	18	0				
William Acraman Oil Boats etc	2	17	0				
John Watkins Pitch Tar & Oars	9	7	6				
Thomas Aldridge Canvas Twine etc	6	3	6				
Susanna Browne & Son Painters	19	12	0				
Benjamin Browne Compasses	0	16	0				
J Cave & Co Medicine Box & Oil	1	12	6				
Samuel Fripp & Co Candles	3	16	6				
George Stott Disbursements	10	13	6				
Forwards	£144	7	6	443	10	7	
[p 34] Dr Owners Ship <i>Druid</i> (James Henderson							
To Amount brought forwards				443	10	7	
To George Stott's disbursements Continued	£144.	7.	6				
	1.	3.	0				

	3. 8. 0	
	2. 8. 6	
	34.12. 0	
	16.12. 6	
	2. 8. 0	
	£204.19. 6	
Disbursements respecting John Wood an Apprentice at no Wages	5. 9. 5	210 8

P 37–39 Druid 1791 Inset Credits Disposal only (summarising sub-entries)

1791 Oct	Account of 13 th and last Insett from Jamaica including Sale of Ship By Sundry Freights & Average Home Viz		Cr	
	[9 Names with amounts]	743	12	11
	By George Stott for Cost of Certificate to Cancell Bond for Wine the Ship being Charged therewith	0	12	6
	By Ditto for Stores Sold Viz [Old Junk, Beef, Pork]	7	16	0
	By Duncombe Savage & Co Nett proceeds Sundries Viz [Salt, Lime, Hoops, Grindstones, Bricks] 10 Hogsheads Salt ND Left by Henderson @ Old Harbor 88 Barrels Herrings, 14 ditto damaged in another Sale	199	3	3
		£951	4	8
[p 39] Current Continued				
1792	By Amount Brought forwards	£951	4	8
	By George & Francis Fisher for cost of the Ship as she came from Sea	1600	0	0
	By Nett proceeds 1 Cask & 2 pieces Old Copper	12	14	6
	12 Puncheons Rum	181	14	5
	about 10 Tons Lignum Vitae	-	-	-
Bristol 22 nd June 1792	Examined & Approved Bush Elton & Bush George Stott	£2745	13	7

Druid Documents List

Those in bold are printed above, in full or in part; to access transcriptions of the others see p 8.

p 1–3 Owners' Instructions to Captain 25 February 1790 in part

p 3 List of Provisions & Stores, no costs

p 4 Invoice of goods outward on Owners' account

p 5 Account of Captain Henderson 1790

p 6–9 Outward Freight List 1790 1st page only

p 10 Portledge Bill 1790

p 11–13 Outset Accounts 1790 Drs only Amounts paid, omitting amounts invoiced

p 14 Partners' Accounts 1790

p 15 blank

p 16–17 Captain Henderson's Account 1790¹³

p 18–19 Inset Accounts 1790

p 20 Partners' Accounts 1790

p 21 blank

p 22–25 Owners' Instructions to Captain 5th March 1791 extracts only

p 25 Provisions & Stores 1791, not costed

p 26 Invoice of Goods outward on Owners' Account, 1791

p 27–32 Freight List Out 1791 1st page only and omitting Primage sub-entries

p 32 Portledge Bill 1791

p 33–35 Outset Accounts 1791 Outfitting costs only

p 36–37 Inset Accounts including Sale of Ship 1791 Page 37 Credits only

p 38–42 Final Partners' Accounts 1791 Disposal credits only

p 43 Account for Outstanding Items 1803

¹³ This is confusing at first. The first half of each page was to have been the account of Captain Henderson with the owners; but it is never balanced and should have been struck out as it is replaced by the account of the owners with the captain in the second half of each page, which is balanced. The second set omits the £12 for Passengers, already dealt with in Outset Costs p 13, shows the amounts due in Jamaican currency, converting the total, and includes some which had not been in the first set. It shows a balance of £3 4s 8d which was duly settled at Inset p 18.

9

LOG BOOK OF THE *LEVANT*

The log book¹ describes a voyage out to Jamaica in 1798 and a return in 1799. This was during the French Wars (Nelson had just won the Battle of the Nile), and much of the interest lies in the day-to-day details of sailing under convoy from and to Ireland. Under sail and wind, a convoy could not keep the tight formation of shipping in WWI and II, especially at night: indeed the *Levant* lost touch with the Commodore on March 29th (p 99); and a good many other vessels did so on April 3rd (p 104).

Of course the Captain's main concern was as always the sea and the weather and the management of the ship. He was little concerned with marine housekeeping: the 'sundry necessary jobs' are seldom detailed and probably left to a mate or boatswain to organise. But the Captain was concerned with his perishable cargo, most specially the cheese, which was not very sea-worthy. His concern is understandable in that these items were shipped on his own account:

P 128 Provisions taken by Captain Alleyne for Sale

Sundrys taken On Account of Lavers Alleyne	
2 Puncheons hams, supposing to Contain 10 Cwt weight at 76s per	£38. 0. 0
150 dozen bottle small Ale at 5/6 per dozen	41. 5. -
24 sides Bacon Supposing to Run 35 lb per side @ 7½d lb	26. 5. -
10 Cwt best half Coured Cheese at 40/- per Cwt	20. - . 0
6 Cheeses best Quality Weight about 84 lbs at 75/- per Cwt	2.16. -
15 Jars Tripe at 10/6 Each	7.17. 6
2 Empty Puncheons for Hams at 22/-	2. 4. -
12 half barrels for Herrings @ 2/6	1.10. -
12 Jugs Currents containing 200 lb @ 50s per Cwt	5. -. -
12 ditto ditto at 3/- Each	1.16. 0
146 .13. 6	14. 2. 0
Slops for seamen from Mr Wil—gham [?]	8. 0. 0
[illegible] W Bread 4 Cwt @ 40s per Cwt	2. 7. 0
[illegible] & Seed	£171. 2. 6

Transcription

Opposite is a day's log from the original (p 29). The *H* column is for the 24 hours, starting at 1pm the previous day and finishing at noon on the log day. *K* is for the nautical miles covered as measured by the rate at which Knots were pulled out on the log line. *F* is for Fractions of a mile, often a half but Alleyne seems to have a peculiar measure (of about one ninth of a nautical mile c. 675 feet?). However in his total he counts any

¹ BA 45874. Obtained for BA by the help of the Friends of Bristol Museums, Galleries & Archives. References in this section by page number only.

H	T	F	Course	Winds	Travels On Land? Sea? etc.
1	3		W. S. W.	W. S. W.	W. S. W.
2	3		W. S. W.	W. S. W.	W. S. W.
3	3	2	W. S. W.	W. S. W.	W. S. W.
4	3	2	W. S. W.	W. S. W.	W. S. W.
5	3	4	W. S. W.	W. S. W.	W. S. W.
6	3		W. S. W.	W. S. W.	W. S. W.
7	3	4	W. S. W.	W. S. W.	W. S. W.
8	3	4	W. S. W.	W. S. W.	W. S. W.
9	3	4	W. S. W.	W. S. W.	W. S. W.
10	3	2	W. S. W.	W. S. W.	W. S. W.
11	3	6	W. S. W.	W. S. W.	W. S. W.
12	4		W. S. W.	W. S. W.	W. S. W.
1	3		W. S. W.	W. S. W.	W. S. W.
2	3		W. S. W.	W. S. W.	W. S. W.
3	3	2	W. S. W.	W. S. W.	W. S. W.
4	3	4	W. S. W.	W. S. W.	W. S. W.
5	3	2	W. S. W.	W. S. W.	W. S. W.
6	3	4	W. S. W.	W. S. W.	W. S. W.
7	2		W. S. W.	W. S. W.	W. S. W.
8	3	4	W. S. W.	W. S. W.	W. S. W.
9	3		W. S. W.	W. S. W.	W. S. W.
10	4		W. S. W.	W. S. W.	W. S. W.
11	4		W. S. W.	W. S. W.	W. S. W.
12	4		W. S. W.	W. S. W.	W. S. W.
79 Miles			Consumption and convey in Consumption Levant in bar Hutton		
Course, dist. + Lat. dep. Lat. 2. 20 3			Lat. 2. 20 3		
W. S. W. - 84			47 S. - 70 W. - 26 13 N.		
Lat. 2. 20 3			W. S. W. x long. long. m. long. m.		
26 13 N. - 999 W. - 70 W. - 1300 W. - 30 22					
Follow 4 Miles for the bearing of the sea					

entry in the *F* column as a half mile. *Course* is the direction in which the ship headed, and *Wind* is the direction from which the wind blew. The total of miles at the bottom is the sum of the Knots and the Fractions of a knot. All this is omitted here.

Each day's log usually ends with a record of the Latitude and Longitude arrived at. We have kept only the Latitude and Longitude as recorded for Sundays or Saturdays so that the interested reader can follow the course, perhaps on Map 1, to leave just the narrative entries for each day. These are mere notes, set out on separate lines rather than as continuous prose. We have blocked them to save space, but left a wide gap where a new MS line begins, which we hope conveys something of the disjointed original. But for two entries at Kingston in November, and from the return outset in January 1799 to February 20th, the log is without the left hand columns anyway; and is written as a more continuous text, with much use of dashes as punctuation. The dashes are retained instead of the wide gaps we have introduced in the rest of the log.

In the original record book, after all the log entries, there are letters, the first of these being copies of those written by Captain during the voyage. We have reproduced, in full or in part, those that deal with convoy procedure, impressments, and the dealings with agents; and we have placed these by date among the log entries, boxed to separate them.

The Log

[p 3] Friday August 10th 1798

Moderate and unsettled Weather At 4 parted with the Pilot At 7 Tacked to the Westward & Single Reef the top sails At 8 Lundy Island bore North Eastward distance 5 or 6 Leagues Strong gales & very dirty Weather down Jib handed the Main Sail & Mizzen top sail Close Reefed the fore & double Reefed the Main top Sails & in 2nd Reefed the Spanker Blowing excessive heavy a lofty Sea & Constant Rain At 7 AM the wind Shifted as Per Log At Noon more Moderate made sail as Needful & got in the Jib to be Repaired – Several small vessels in sight

[p 4] Saturday August 11th 1798

Fresh gales and Squally Weather bent the Main staysail & Set him PM At 6 Tacked Ship to the Northward More Moderate made sail as agreeable to the Weather AM At day light Out all reefs & set the small sails Ends with Pleasant breezes and Cloudy Weather Employed about Sundry Necessary Jobs Made William Wynne 2nd Mate & Charles White Boatswain

[p 5] Sunday August 12th 1798

Moderate breezes and Cloudy Weather PM Thick hazey Weather At 6 the Wind Shifted to the SE At 8 brought too; with the Main top sail to the Mast, Ships head to the Southward Strong gales and thick dirty Weather At Midnight Wore Ship Wind Shifted to the Westward a heavy Sea – Ship Labouring hard AM At 4 made sail, as Needful At 8 Tacked to the NW Blowing heavy in Squalls down top Gallant Yards Ends with very dirty Weather Latitude Dead Reckoned 51° 34' North Ballicotton Island by the Chart bearing NW distance 6 or 7 Leagues

[p 6] Monday August 13th 1798

PM Strong gales of wind - In 2nd Reefed the Main top Sail At ½ past 5 Tacked Ship to the Southward Set the Main Staysail, the Ship Labouring hard & shipping a quantity of Water At 10, down Staysails handed the Mizzen top Sail, Close Reefed

the fore Top sail & handed him AM At Midnight blowing excessive heavy Close Reefed the Main top Sail Now Under the Close Reef Main Top Sail Fore Sail & double reef Spanker At 5 o'clock Wore Ship to the Westward more Moderate made sail as Needful At 10 out all Reefs & got up the Main top Gallant Yard At Noon Dungarvan Cove NNW distance 3 or 4 Leagues

[p 7] Tuesday August 14th 1798

Pleasant breezes and Cloudy Weather plying to Windward PM At ½ past 6 was brought too & Boarded by his Majestys Sloop War, Penguin At 7 Ardmore Point bore NNE distance 3 or 4 Leagues AM At 9 a breast of Ballecotton Island Come on board a Pilot to Conduct the Ship into Cove of Cork Ends with light Airy wind from the Southward and Hazy Weather At 7 anchored in the Cove of Cork with the best bower Anchor in 8 fathoms this days Work Consists of 31 Hours

[p 7] 15th August 1798

Light Winds and Unsettled Weather Proceeded on board his Majestys Sloop War La Marchant² Francis Vesey Esq Commander & received Instructions for the West Indeas

[16th – 20th August, no log]

[p 8] Tuesday 21st August 1798

AM At 2 the Commodore made a Signal for the fleet to unmoor At 4 a Signal was made for the fleet to Weigh, got under weigh in Company with the Commodore & Convoy At 6 parted with the Pilot At 8 the Old Head of Kingsale bore West distance 4 or 5 Leagues this Convoy Consists of 29 Sail This days Work Consists of only 12 hours

P 144 Letter to Walter Jacks October 10 1798

Jacks was a Bristol merchant and ship-owner, failing c. 1806 and then apparently moving to Jamaica. He was presumably the owner of the *Levant*.

[p 144] A Ccopy of a Letter forewarded to Walter Jacks Esq Cove of Cork
[page damaged]

Dear Sir On the 15th Instant I had the pleasure of paying you my Respects by post informing you of my Receiving my Instructions from on Board His Majestys Sloop of War La Marcanthe Francis Visey Esq Commander Mounting 14 Guns We are Undersail; this fleet Consists of 24 Sail, Wind At SE first Rendezvous Barbadoes – the People are on board, & well, it will give me pleasure to give you an explicit account of my proceedings by every Opportunity – I remain dear Sir with respect, your very Humble & Obedient Servant Lavers Alleyn My Compliments to Mrs Jacks & Mr Jacks Jnr Off Cork Harbour August 21st 1798

² HMS Amaranthe, previously the French vessel Amarante, captured by the British in 1796, commissioned by the Royal Navy in 1797 and commanded by Francis Vesey in 1798.

22nd August 1798

taking in & making sail agreeable to Keep Company with the Commodore Ends with fine Weather the Commodore & fleet in Company

[p 9] Thursday August 23rd 1798

PM Light winds and Cloudy Weather Ditto Weather head Round the Compass At 9 a light breeze from the NW Taking in & making sail as Agreeable to the Commodore AM At 8 a Signal was made by the Commodore for the Windwardmost Ships to Come in his Weak – bore away for that purpose At Noon Strong gales and Squally Weather – double Reefed the fore & Mizen top Sails The Commodore in Company

[p 10] Friday August 24th 1798

Fresh gales and Squally Weather At ½ past 5 the Commodore made a Signal for the fleet to Close At 8 the Wind Shifted, in a Squall to the Northward Clear Weather AM Taking in and making sail as Agreeable to the Commodore Unbent the Cables & stowed the Anchors Ends with light winds and fine Weather the Commodore & Rest of the Ships in Company

[p 11] Saturday August 25th 1798

PM a heavy swell from the NW At 3 a light Air from the Northward Inclinable to be Calm Ditto Weather taking in & making sail as needful to keep Company with the fleet people employed on the Rigging mending sails & other Jobs 34 Sail in Company Including Men of War & Ourselves Ends with fine Weather the fleet & Commodore in Company

[p 12] Sunday August 26th 1798

PM Light airs Inclinable to be Calm The Wind Increaseing. At ½ past 5 the Commodore brought too to Collect the Convoy - At ½ past 6 made sail At 7 the Wind Shifted as Per Log received orders from the Commodore to Keep to windward of the fleet On their Weather Quarters accordingly done as Required AM At Noon Strong gales and Cloudy Weather a heavy swell from the Eastward the Commodore & fleet in Company Latitude Observed 46° 14' North Latitude by dead reckoning 46° 14' North Longitude in 11° 26' West

[p 13] Monday August 27th 1798

PM Strong gales and Squally Weather a heavy swell from the Eastward At ½ past 5 Close Reefed the fore & handed the Mizen top sail Thick Weather AM At 4 handed the fore top sail & set the fore Sail Ends with Strong gales and Squally Weather the Vessel Labouring hard & shipping a quantity of Water down top Gallant yards the Commodore & rest of the fleet in Company excepting the Frigate & small Cutter³ Under the fore sail & Close Reef Main top Sail

³ HMS *Amaranthe*, together with HMS *Endymion*, is recorded as recapturing the British East India Company extra ship *Britannia*, taken by the French privateer *Huron* (Herion) on 27th (29th) August 1798. *Lloyds List* no 3029 7 September 1798: 'The *Britannia*, Stewart, from Bengal to London, has been taken by the Herion Privateer, and retaken on the 27th August, in Lat. 46.20 Long. 12.55 by the *Endymion* Frigate, and carried to Cork'. *London Gazette* no 15143 p557 4 June 1799: 'London, May 20, 1799. Notice is hereby given, that an Account of the Proceeds of the Salvage arising from the Recapture of the *Britannia* (Stewart) Extra East Indiaman, retaken by His Majesty's Ship *Endymion*, Sir Thomas Williams, Commander, in Company with His Majesty's Sloop *Amaranthe*, Captain Vesev, on the 29th August 1798.'

[p 14] Tuesday August 28th 1798

PM Strong gales and Squally Weather takeing in & makeing sail as Usual to Keep in our Station, as agreeable to the Commodore parted Company, four Vessels More Moderate AM got up the Main top Gallant yard Ends with Cloudy Weather The Commodore in Company as likewise the fleet, well Collected together, & ourselves in our Station agreeable to the Commodore

[p 15] Wednesday August 29th 1798

PM Moderate breezes and Cloudy Weather Hazy Weather AM takeing in and making sail, agreeable to the Commodore Ends with Strong breezes and Cloudy Weather under double Reeft Top Sails & fore Sail the Commodore & Rest of the Ships in Company, & ourselves in Our Station On the Weather Quarter of the Convoy – agreeable to the Commodore Sun Obscure

[p 16] Thursday August 30th 1798

PM Squally & Unsettled Weather At 5 down top Gallant yard & in Mizzen top Sail – At 6 Close Reefed the fore Top Sail The fleet very much in Confusion & Seperated. At 10 Close Reefed the Main Top Sail a heavy head Sea the Ship Labouring hard & shiping Water AM Ends with Strong gales and dirty Weather, with a heavy Sea from the SW Vessel Labouring hard – took in the fore Top Sail the Commodore & Convoy in sight Observation not to be depended on 41°.28 North

[p 17] Friday August 31st 1798

PM Strong gales and squally Weather more moderate made sail as Agreeable to the Commodore AM Cloudy Weather Ends with fresh gales and Squally Weather, the Commodore & fleet in Company & our Selves in Our Station On the Weather quarter of the Convoy

[p 18] Satturday September 1st 1798

Fresh gales and Squally Weather PM At ½ past 7 Wore ship to the SE Hazy Weather AM At 1 it came on to blow very heavy in a Sudden swell with Constant Rain Clewed up the Mizzen Top Sail & down Spanker At 2 the Wind ceased, made sail as Requisite Ends with Strong breezes and Squally with Unsettled Weather a heavy swell from SW the Commodore and Convoy in Company Levant in her Station

[p 19] Sunday September 2nd 1798

PM Fresh breezes and Cloudy Weather Bore away to Keep Company with the Leewardmost ships ditto Weather AM Light squalls of wind and Rain Out all Reefs the top sails & Loosed the small sails to drie Ends with fine Weather up top Gallant yards the Commodore & Convoy in Company Levant in her Station Latitude observed 39° 54′ North Longitude in 19° [?] West

[p 20] Monday September 3rd 1798

PM Pleasant breezes and Cloudy Weather Takeing in and makeing sail as Convenient to Keep in our Station AM ditto Weather Ends with light winds & fine Weather The Commodore & Convoy in Company Levant in her Station

[p 21] Tuesday September 4th 1798

Light Winds and Cloudy Weather PM the Commodore shortened Sail to Collect the fleet in a smaler Compass Light Winds & fine Weather AM Saw a Sail to the Northward the Commodore gave Chaise the fleet Continueing in the same Sittuation Ends with fine Weather – the fleet in Company. Commodore in Chaise & Levant in her Station

[p 22] Wednesday September 5th 1798

PM Light winds and Unsettled Weather At 6 the Commodore passed us with One Vessel in Tow he requested for me to take the Vessel in Tow - the Reply was made that the Levant was not strong enough, or by any means Calculated for that Purpose a Signal to be made by the Commodore when the Levant is wanted, a blew Pendant at the Fore top Mast head Ends with light squalls of Rain to the Eastward the Commodore & Convoy in Company Levant in her Station

[p 23] Thursday September 6th 1798

PM At ½ past Meridian Sprung up a breeze from the NE Wind Increaseing Cloudy Weather under the fore top sail on the Cap⁴ a proportionable Sail to Keep Close to the Convoy carried away the Mizen Stay employed fixing another Ends with fresh breezes and hazey Weather, the Commodore & Convoy in Company Levant in her Station

[p 24] Friday September 7th 1798

PM Pleasant weather ditto Weather AM Unbent the best fore sail and fore top Sail & bent other Sails Ends with very fine Weather the Commodore & fleet in Company Levant in her Station

[p 25] Saturday September 8th 1798

PM At 1 brought too to loock out a Stern of the fleet, agreeable to the Orders the Commodore had given At 2 made sail for the fleet At 9 was Spoke with, by the Commodore he dropped a Stern to pick up the Vessels AM Light Winds and Cloudy Weather employed mending sails & on the Rigging makeing points Rope bands Gasketts Spun yarn, & Spanish foxes Ends with light Winds & Cloudy Weather the Commodore & fleet in Company Levant in her Station

[p 26] Sunday September 9th 1798

PM fine Weather Ditto Weather AM Inclinalbe to be Calm At 4 Sprung up a breeze from the NE Ends with fine Weather Commodore & fleet in Company, Levant in her Station, got Mr Jacks's Cheese on deck to drie, found it very Soft and Mouldy Latitude Observed 35° 53' North Latitude by dead reckoning 35° 53' North Longitude in 25° 18' West

[September 10th – 11th, no log]

[p 27] Wednesday September 12th 1798

PM Steady breezes and Cloudy Shortend sail for the Sternmost Ships to Come up Hazey Weather AM People employed on Sundry Jobs about the Ship Ends with fine Weather the Commodore & Convoy in Company Levant in her Station

⁴ This reference to the Cap (see Glossary) puzzles us.

[p 28] Thursday September 13th 1798

PM Steady breezes of wind and Cloudy Weather Ditto Weather AM Squally Ends with Cloudy Weather Commodore and Convoy in Company. Levant in her Station

[p 29] Friday September 14th 1798

PM Light winds and Cloudy Weather Pleasant Weather AM People employed on sails Rigging & painting the boats Ends with fine Weather Commodore and Convoy in Company Levant in her Station

[p 30] Saturday September 15th 1798

Steady breezes and fine Weather PM Light winds and Clear Weather AM Inclinable to be Calm Ends with light winds and Cloudy Weather Commodore and Convoy in Company, Levant in her Station

[p 31] Sunday September 16th 1798

PM Pleasant breezes and Cloudy Weather ditto Weather In examining between decks found an Embezzlement - on four Tearses bottle Liquor the heads of the Casks out - as likewise found emty bottles by the Casks Ends with light winds and Cloudy Weather the Commodore and Convoy in Company, Levant in her Station Latitude Observed 24° 34' North Latitude by dead reckoning 24° 34' North Longitude in 32° 3[?]

[p 32] Monday September 17th 1798

PM Light winds and Cloudy Weather Variable Airs of wind and Cloudy Weather AM ditto Weather got up the 15 Hampyers of Cheese which came from Tickenham⁵ found it to be partly melted from the Original Richness of it Ends with Variable Winds and Cloudy Weather the Commodore and Convoy in Company Levant in her Station

[p 33] Tuesday September 18th 1798

PM Light winds and pleasant Weather Inclinable to be Calm Employed Worming the Cables and Overhauling, between decks and Hould, to give air to the Cargo ends with ditto Weather the Commodore and Convoy in Company. Levant in her Station

[p 34] Wednesday September 19th 1798

PM The breeze Increasing Cloudy Weather Employed on the Cables, mending sails, & overhauling all the Cheese marked L Ends with Cloudy Weather a fresh Trade Wind Commodore and Convoy in Company Levant in her Station

[p 35] Thursday September 20th 1798

PM Fresh breezes and Cloudy Weather ditto Weather AM ditto Weather small Rain employed Worming the Cables overhauling the Hampyers of Cheese as yesterday - and about other Jobs the Commodore and fleet in Company, Levant in her Station

⁵ Tickenham is a village in north Somerset, not particularly noted for cheese.

[p 36] Friday September 21st 1798

PM Moderate breezes and hazy Weather Ditto Weather AM employed as Yesterday Commodore and fleet in Company Levant in her Station

[p 37] Saturday September 22nd 1798

PM Moderate and hazy Weather ditto Weather AM employed as Yesterday Commodore and fleet in Company Levant in her Station

[p 38] Sunday September 23rd 1798

PM Moderate and hazy Weather ditto Weather ends with hazy Weather Commodore and fleet in Company Levant in her Station
Latitude Observed 18° 33' North

Latitude by dead reckoning 18° 34' North Longitude in 43° 16' West

[p 39] Monday September 24th 1798

PM Fresh breezes and Cloudy Weather Ditto Weather AM employed Worming the best bower Cable, Overhauling Cheese Marked L and about the Rigging Ends with fine Weather Commodore and Convoy in Company Levant in her Station

[p 40] Tuesday September 25th 1798

Fresh trade Winds and Cloudy Weather Ditto Weather AM employed Overhauling all the Cheese Marked L finding it in bad Condition, particularly the Cheese that came from Tickenham Coated it all over with Tar & Red paint Commodore and fleet in Company Levant in her Station

[p 41] Wednesday September 26th 1798

PM Moderate and Cloudy Weather a fresh Trade wind and Cloudy Weather Received fresh Orders from the Commodore, to Keep on the Larboard Quarter of the Convoy, accordingly got the Ship in that Situation ends with Cloudy Weather Commodore and Convoy in Company Levant in her Station

[p 42] Thursday September 27th 1798

PM Fresh breezes and Cloudy Weather ditto Weather Packed twenty Hampyers of Cheese Marked L some in bad Condition - the Tickenham Cheese, remains in the long boat unpacked to receive the Wind ends with fine Weather the Commodore & Convoy in Company Levant in her Station

[p 43] Friday September 28th 1798

PM Moderate breezes and Cloudy Weather a light trade Wind Cloudy Weather AM People employed as yesterday Commodore made sail a head of the fleet Stearing the same Course Ends with a light Trade wind and Sultry Weather the Commodore a long distance a head, the fleet in Company Levant in her Station

[p 44] Saturday September 29th 1798

PM Cloudy Weather a swell from the Northward In Opening a Tearse of Beef Received from Mr Lewnell, found the Cask to have no pickle, & not full of Mate Weighed the Contents 248 lb diffisent in Weight 52 lb Weight of a Tearse Beef 300 lb AM The Convoy much Scatterd employed on the Rigging Overhauling

& overhauling the Tickenham Cheese Ends with light Airs of wind & Cloudy Weather, the Commodore and Convoy in Company Levant in her Station

[p 45] Sunday September 30th 1798

PM Light airs & Cloudy Weather Inclinable to be Calm a heavy swell from the Northward AM employed only about the Cheese and Cleaning Ship, out all reefs to air the top Sails Commodore and fleet in Company Levant in her Station Latitude Observed 13° 32' North Latitude by dead reckoning 13° 32' North Longitude in 54° 21' West

[p 46] Monday October 1st 1798

PM Light winds and Cloudy Weather fine Weather employed Scrapeing the Quarter deck - & about other Jobs Commodore and Convoy in Company Levant in her Station a swell from the Northward

[p 47] Tuesday October 2nd 1798

Light Trade Winds and Cloudy Weather Ditto Weather employed Scrapeing decks and overhauling the Tickenham Cheese in the long Boat Commodore and Convoy in Company Levant in her Station

[p 48] Wednesday October 3rd 1798

All these 24 hours almost Calm – with Cloudy Weather Ditto Weather Packed all the Tickenham Cheese a swell from the ESE ends with ditto Weather Commodore and fleet in Company Levant in her Station I allow for a Current setting to the WNW

[p 49] Thursday October 4th 1798

PM Light airs of wind and Cloudy Weather Inclinable to be Calm ditto Weather AM Received fresh Instructions from the Commodore to Keep all the unarmed Vessels within the liments of Us ends with Cloudy Weather the breeze freshing Commodore and Convoy in Company Levant in her Station

[p 50] Friday October 5th 1798

PM Light squalls of wind and Rain the breeze Increasing AM employed on Sundry Necessary Jobs ends with Cloudy Weather Commodore and Convoy in Company Levant in her Station

[p 51] Saturday October 6th 1798

PM Cloudy Weather Saw a Sail Right a Stern, Standing towards the fleet – Commodore & fleet brought too, At 5 kep'd our Course Squally with heavy Rain AM at day light saw the above Mentioned Vessel to the Eastward Commodore gave Chaiçe, a Signal was made for the fleet to Continue in the Situation, though the Commander of the Convoy should Act Otherwise ends with Cloudy Weather Latitude by dead reckoning 13° 08' Longitude in 60° 55' West

[p 52] Sunday October 7th 1798

PM At 3 it came on to blow excessive heavy with heavy rain, Clewed up the top Sails Kep'd the Ship away – Close Reefed the fore double Reefed the Main top Sails and handed the Mizen top Sail AM Unsettled Weather ends with Squally

Weather & Rain Commodore and Convoy in Company, Levant in her Station bent the Cables got the Anchors over the Bows
Latitude Observed 13° 26' North

[p 53] Monday October 8th 1798

PM Thick dirty Weather At 8 Received the information that the Commodore saw the Land brought too, in Company with the Convoy, with the Main top Sail to the Mast it came on to blow excessive heavy Constant Rain, took in sail As Requisite AM Thick dirty Weather At 8 the Commodore and Convoy Kep'd away ends with Cloudy Weather No Land to be Discovered Commodore and Convoy in Company Levant in her Station

[p 54] Tuesday October 9th 1798

PM Squally with heavy Rain At 8 the Commodore made a signal for the fleet to bring too brought too AM at day light saw the Island of Barbadoes about 3 Leagues distance At Noon anchord in Carlisle bay in Company with the Commodore and Convoy ends with Cloudy Weather

P 143–2 Letter to Walter Jacks October 10 1798

A Copy of a Letter forwarded to Walter Jacks Esq

Dear Sir Barbadoes, October 10th 1798

I imbrace this favourable Opportunity by the Ship William Capt Sharratt, Ship Venerable Capt Hall & Ship Ellen, Crosby, that is going to depart from hence in two or three days for Liverpool, by each of these Ships I foreward a Letter as well as leaveing a letter on shore to go by Packett, to inform you that I am safe arrived in Company with the Commodore and all the Ships under his Protection after a very long passage of Seven Weeks The Commodore will proceed from hence in three days for Jamaica – he has informed me he will not Stop at any other place, only to drop the Ships in to their intended ports as he goes down – have Come to a very bad Market, nothing I can sell here – the Cheese is getting very bad, they are selling it on Shore at Vendue for 1 Bit per lb I dread (my Sittuation as this Voyage Appears to) that dreadful undertakeing making a bad Voyage [-?] by the [-?] Island [-?] to Jamaica [bottom of page removed] [p 142] I am in hopes some person will take a likeing to the Ship, & give the fixed price, which I am Shure must turn out to your advantage – as She begins to get very Open aloft – & makes more Water than Usual – in Case she does not sell – I am in hopes I shall have your direction to sel the Guns – them she cannot bare – I am now only to wish for a safe passage to Jamaica I shall take pleasure in Writeing to you by every Conveyance – wishing you & your family health etc – I Remain with Respect your very humble & Obedient Servant Lavers Alleyne My Compliments to Mrs Jacks & Mr Jacks Junr

[October 10th, no log]

[p 55] Thursday October 11th 1798

PM At 4 the Commodore made a signal for the fleet to unmoor. At ½ past ditto Weighed, & made sail in Company with the Commodore and Convoy AM At 9 the North End of Barbados bore EbS distance 9 or 10 Leagues At Noon the Commodore & fleet in Company St Lucia bearing WNW distance about 14 Leagues Lying too for the Sternmost Ships

Friday October 12th

Moderate Winds and Cloudy Weather Ditto Weather Ends with pleasant breezes and Cloudy Weather

[p 56] Saturday October 13th 1798

Fresh breezes and Cloudy Weather At 6 the Northwest end of St Lucia bore WNW distance 6 Leagues and the South end of Martinica NWbN distance 7 or 8 Leagues AM At day light bore away for Martinica At 11 the Commodore parted Company with 12 Sail, and Worked into Fort Royal Bay, with Remainder of the fleet, found Laying here the Admiral Ship and 2 Frigates At Noon bore away in Company with the Commodore & Nine Sail of the Convoy

Sunday October 14th 1798

All these 24 hours bafting⁶ winds and Cloudy Weather At 10 the North end of Martinica bore East distance 5 or 6 Leagues AM At day light a breast of Dominica Received fresh Instructions from the Commodore to Keep in the Rear of the Convoy. At Noon the North end of Domanica bore ENE distance 5 or 6 Leagues – the Commodore and Nine sail of the fleet in Company Levant in her Station Latitude Observed 15° 25' North

[p 57] Monday October 15th 1798

PM Moderate and Cloudy Weather a breast of the Saints AM a breast of Guardeloupe ends with Cloudy Weather a breast of Montseat Rodondo, & the Island of Nevis in sight. Commodore and Convoy in Company Levant in her Station

Tuesday October 16th 1798

PM Moderate and Cloudy Weather At 8 a Breast of St Christophers AM At day light a breast of St Eustatia Squally with Rain At Noon St Eustatia bore SEbE distance 12 or 13 Leagues Commodore and fleet in Company Levant in her Station

[p 58] Wednesday October 17th 1798

PM Light squalls and hazey Weather At 8 the Commodore gave Chaise to a Schooner, lost sight of him all Night hoave too, head to the Southward Cloudy with light squalls AM At day light Commodore not in sight, made sail At 9 saw the Virgin Islands, was spoke with by two English frigates At 10 saw the Commodore, bore away in Company with the two Frigates At Noon, in Company with two Frigates, Commodore and fleet Entered Drakes Channell through the Virgin Islands, which is a very exelant enterance, Tortola in sight, to be Observed

⁶ 'bafting winds' may be intended, although it clearly reads 'bafting'.

in Coming through this Channell. Keep Round Rock on your Starboard hand & Ginger Island on the Larboard hand. Steer in Mid Channell and you will enter Drakes Bay for better information of Knowing this Channell to the NE of Round Rock the Land is low to Seaward & White Rocky Ground – Continued in next days Work, Outlet -

[p 59] Thursday October 18th 1798

PM Pleasant and Cloudy Weather sailing through Drakes Channell in Company with the Commodore and Convoy, parted Company with the Vessels bound to Tortola and St Thomas's At 3 a breast of Tortola At 5 got Clear of the Channell At 6 the South End St Johns bore South distance About 5 Leagues and Van Dickes Island bore SSE Distance about 2 Leagues this Channell has a very safe and good Outlet, but very narrow Keep Mid Channell as soon as you are Clear, hard up immediately NNW under Van Dikes Island and you are Clear of all Dangers Ends with fine Weather the Commodore and fleet in Company Levant in her Station

[p 60] Friday October 19th 1798

Light Winds and Cloudy Weather Commodore a head Lying too ditto Weather AM employed on sundry Necessary Jobs finding the Cheese marked L getting very bad in the Hampyers, for the Preservation of it, took it out of the Baskets & put the best of it in the Coops, to be exposed to the Wind ends with fine Weather The Commodore and fleet in Company Levant in her Station

[p 61] Saturday October 20th 1798

Light Winds and Cloudy Weather ditto Weather finding all the Perishable Articles in the Ship getting very bad Such as Cheese Bacon & Hams ends with ditto Weather the Commodore and fleet in Company Levant in her Station Latitude observd 19° 45' North Longitude in 68° 42'

[p 62] Sunday October 21st 1798

PM At 6 Cape Samana bore SbW & Cape Cabron, SWbW ½ W distance 4 or 5 Leagues Cloudy Weather with Rain AM At 8 Mascourey point W ½ S about 3 Leagues and Old Cape Francois SE ends with fine Weather Commodore and fleet In Company, Levant in her Station Mascourey point SWbW Distance 4 or 5 Leagues

Monday October 22nd 1798

PM Cloudy Weather At 6 Mascourey point bore SSW about 10 Leagues At 8 it came on to blow excessive heavy with severe Thunder and Lightning At Midnight it moderated made sail as Needful AM At 8 point Issabella bore SSW distance 8 or 9 Leagues ends with Cloudy Weather Commodore & Convoy in Company

[p 63] Tuesday October 23rd 1798

PM At 6 the Island of Tortuga bore SWbW Distance about 9 Leagues At 10 the Commodore and fleet hoave too, head to the Southward AM at day light bore away At Noon Cape Nicholas Mole bore SW distance 8 Leagues Since my departure from the Virgin Islands I find the Currant has set the Ship 20 Leagues to the Westward

Wednesday October 24th 1798

PM Pleasant breezes and Cloudy Weather sailing a long Shore At 6 was Spoke with by an English Frigate and informed that Cape Nicholas Mole was in possession of the French as likewise all the Island At 8 Cape Nicholas Mole bore EbN distance 5 or 6 Leagues Ends with light Winds and Cloudy Weather Commodore and fleet in Company

[p 64] Thursday October 25th 1798

Light winds and Cloudy Weather At 6 Cape Donna Maria bore SbE distance about 11 Leagues At Noon the East End of Jamaica bore SW distance 10 or 11 Leagues Commodore and fleet in Company

Friday October 26th 1798

PM Light winds and Cloudy Weather At 4 the SE end of Jamaica bore SW distance 8 Leagues At 8 Morant point SWbS 6 or 7 Leagues AM At 2 Bore away and Steered as Per Log At 8 Come on board a Kingston Pilot, Black Man, Named Kelip, a breast of Gallow point, Received orders from the Commodore to proceed, At [obscured] a breast of Port Royal was boarded by his MS York Impressed Isaac Frost Seaman

P 141 Letter to Agent Robert Glasgow October 1798

Copy of a Letter forewarded to Robert Glasgow Esq [*page damaged*] Philip Levy Kingston [*written October 1798*]

Dear Sir I have the pleasure to inform you, at last I am safe arrived after a long passage of 10 Weeks from Cork, under the Protection of HM Sloop of War La Maranthe,⁷ all letters for Black River I have Carefully put in the port Office, it is Mr Jacks's perticular desire that I should not delay but immediately write to you and Mr Levy, to know in Case the Ship goes to Black River whether She Can get a Load for Bristol – Or if I Can purchase Fustick & Cotton to fill up such part of my load as I may want, not to exceed £6 Currency Per Ton for Fustick & 18d to 24d per lb Currency for Cotton for which I will draw Bills on Mr Jacks – at 60 or 90 days-sight, all my Cargo is for this Place I have On board Sundry Merchandize for Sale, which I will give you an Account of, if the Ship goes to Black River I can take such Articles as Might answer that Market – or if you should want any thing for yourself please to inform me – I will be governed by your Information – the sooner I have the pleasure of hearing from you More Satisfaction it will give me I Remain Dear Sir with Respect your very humble & Obedient Servant Lavers Alley NB I have onboard for you 2 small Boxes – I believe [*page damaged*] Cheese – from [*page damaged*] Bawn

⁷ See note 2.

P 140 Letter to Agent John Perry October 1798

Coppy of a Letter forewarded to John Perry Esq [*page damaged*] Montego Bay Kingston [*page damaged* – October 1798] Dear Sir I take this Opportunity by [*obscured*] of paying my Respects to inform you that I am safe Arrived after a long passage from Cork of 10 Weeks under the Protection of HM Sloop of War La Maranthe Mr Jacks has perticularly, mentioned on my Arrival that I should immediately write to you – I would esteem it as a perticular favour, if you would inform me whether you Could Procure a Load for Bristol – the Ship is very Sharp on that Account – not Calculated for Sugars – but will Stow Wood Cotton & Rum extremely well – I suppose Mr Jacks has Mentioned to you, about his intention to Sel the Ship his Orders I have for so doing – at £2000 Sterling – in good Bills the Ship is well found Copperd bottomed – 10 Carriage Guns Small Arms etc – you may have an Opportunity of Recommending a Purchacer – I am Sir – With respect your very humble & Obedient Servant Lavers Alleyen

P 139–8 Letter to Walter Jacks 30 October 1798

Coppy of a Letter forewarded to Walter Jacks Esq
Dear Sir

Kingston Jamaica October 30th 1798

On the 10th Instant I had the pleasure of paying you my respects from Barbadoes by the Liverpool Letter of Marques, giving you the particulars of my proceedings, & On the 28th, I arrived here in Company with Commodore and seven sail of the fleet after a long & tedious passage of 10 Weeks indeed I thought I should never reach this Port, in Room of makeing a Streight Course, we Surveyed all the Islands, and came that Round about way through Drakes passage – to Morrow the Packet sails, at presant I cannot give you any Account Respecting the Ship on my arrival I immediately wrote to Mr Glasgow & Mr Levys as Likewise to Mr John Perry about a Load for Bristol, an Answer I do not expect these three days – all the Perisable Articles in the Ship such as Hams, Cheese & Bacon is Ruinid – Your Cheese & my Own by Keeping it on Deck is something better than the Cargo, The only Articles I have Sold, is a few Tearses of your bottle Liquor The fleet will Sail from hence the 5th November by that time I am in hopes to Collect favourable Intelligence About the Ship, to Communicate to you I am afraid the Ship will not sel, the Trade of Loyalist is intirely done up, their fast sailing Vessels is now for Sale – I am in hopes to have a [*p 138*] Letter from you that I might have your directions to part with the Guns – them she cannot Bare – my Provisions is getting very Short – in Case the Ship goes home I will Oblidged to have a fresh Supply I Remain Dear Sir with Respect your very humble & Obedient Servant Lavers Alleyen

List of People from the Ship

Isaac Frost	pressed)	
Charles White	ditto)	Wages paid
Rees John	ditto)	
William Thompson	ditto)	
Matthew Anderson)	Run at Barbadoes
Samuel Wright)	

P 137 Letter to Agent Philip Levys

Copy of a Letter to Philip Levys Esq Kingston November 3rd 1798

Dear Sir

Yours I have Received & attend to the Contents of your Letter as Mr Jacks has mentioned to you it was his Wish for the Ship to be Loaded in same manner as last year, I will with as Much expedition as possible proceed for Black River my people are all pressed expect to see the Levant in Ten days from this date. I am much concerned that I passed my Word, to deliver the Bricks to Mr Munroe, to be deliveard at Black River for Mr Glasgow depend on it if I thought you wanted them – with pleasure I would have Kep'd them for you – I have waited On Mr Levean & will bring any thing down for you he wishes to Send – I Remain Dear Sir with Respects Your very humble & Obedient Servant Lavers Alleyn

[p 65] at Kingston 12th November 1798

Light Winds and Cloudy Weather Shipped Nine black Runners to go to Black River

13th November Fresh sea breezes and, At 4 AM Weighed from Port Royal, At 8 got Clear of the Keyes — Discharged the Pilot, Came on board HM Ship Regulars Boat, with a Lieut to Dimand Wages for two People that was impress last Voyage — At Noon a breast of Portland point, At 6 PM handed the wind to the Southward finding no prospect of getting into Black River

14th November 1798

Light airs and Cloudy Weather At 1 PM Come on board a Black River Pilot. At 2 Anchored in Black River in 3 fathoms, Moord Ship, with the best bower to the Southward and small One to the Northward — Out Boats Unbent [*obscured*] down top Gallant yards and [*obscured*] top Gallant Masts [*obscured*] On Shore all the Runners as per Agreement to make the best of the [*obscured*] for Kingston

P 135 Letter to Walter Jacks November 21 1798

Walter Jacks Esq

Black River November 21st

Sir On the 6th Instant I had the pleasure of paying you my Respects by the Convoy that was to sail for England on the 12th & on the 18th I arrived here, Mr Levys and Mr Glasgow have agreed to Load the Ship on the most agreeable terms either on a Joint account or on freight & Wood to pay £8 Sterling per Ton – as may be most agreeable to you – the Cargo will Consist of Logwood, Cotton, Coffee etc the Convoy is expected to be Appointed by the 10th January – at Kingston I laid in a fresh Supply of Provisions – by the last packet I was anxious to have a letter from you to advise me about the propriety of parting with the Guns – the Ship is getting remarkably Wake & from the Weight of Mettle She begins to Open in her upperworks – I have engaged people to Caulk her round, I have on board many Articles belonging to you, and the Only goods I have disposed off are bottle Liquor Hoops & Cheese – the perishable articles much damaged, Occasioned from the length of time on board Sir Depend on it I will do every thing in my power for your interest – and will take pleasure in giving you an Account of my proceedings by every Conveyance – I Remain Dear Sir your very Humble & Obedient Servant Lavers Alleyn List of People, pressed and Run⁸

P 134–3 Letter to Walter Jacks November/December 1798 [much damaged]

Walter Jacks Esq

Black River [?]- Nov/Dec 1798] Sir On the 21st

Ultimo [?] the favorable Opportunity of writing to you by the [?] Packet, giving you an Account of my Proceedings respecting the Ships Loading is brought to a final Conclusion, Cargo will Consist of Logwood, Cotton, Coffee & Lancewood Sparrs Wood to pay £8 Sterling per Ton & to be Consigned to you it is supposed a Convoy will be appointed by the Middle January, this delay will hurt the Voyage I have been Oblidged to lay in a fresh Supply of Provisions, the exorpidant Charge of Seamen is very bad, they will not Ship by the Month will insist of having the Money paid them by the Run before the Ship starts from her Moorings finding the Ship to get Remarkably Weak & by no means Calculated to bear the Weight of Mettle for the Preservation of the Ship I thought it prudent to put 6 Guns in the Hould, if it was not for the expences of the ship which I dread will be heavy, It would be in my power to make you a Remittance – I have Sold all your Goods but the Tripe & paints, at presant their is no Demand for them Cheese & Bacon turned out very bad I shall have no Venture people I have on board is working by the day – I have Discharged [?] Mate [*p 133*] and by no means to his Credit [?] I perform Masters duty, I am in hopes I shall depart from hence Shortly to put an end to this long & expenceive Voyage – I will take pleasure by every Conveyance of giving you an Account of my proceedings, I Remain Dear Sir with Respect Your very Humble & Obedient Servant Lavers Alleyn

⁸ Several folios have been lost from this logbook.

*P 133 Letter to Walter Jacks January 1799***Walter Jacks Esq****Black River January 29th**

Sir I have wrote you frequently from this Island, hoping the Letters come safe to hand before this, I have now to inform you the Levant is now fully Loaded in this Port with 90 Tons of Logwood 13 Tons Fustick @ 8 Guineas per Ton 406 Lancewood Spars @ 2/6 Each 63 bags Cotton 90 baggs Ginger 26 Casks & 14 bags Coffee freight as Customary, HM Schooner Recovery Lieut Ross is expected here tomorrow or next day to Convoy the Vessels in this Port to Port Antonio the place of Rendezvous. I learn the fleet is expected to sail the 20th next Month & supposed to be about 40 Sail, from the exorbitant Wages and Bounty Money given to Seamen in this Island, I fear the Levant will not make so good a freight as I could wish⁹

[p 66] Wednesday January 30th

Light Breezes and Cloudy Weather Arrived H M Schooner Recovery — Lieut Ross to take Charge of the Vessels to the place of Rendezvous Received my sailing Instructions, Came on board three Men to Assist in Working Ship made a Signal for the Pilot

Thursday 31st January

Fine Weather, Wind Off the Land, Came on Board the pilot At 5 Weighed and made sail in Company with the Commodore Brig Recovery for Bristol & Queen Charlotte for London — ends with Variable Winds & Cloudy Weather this days work ends with 12 hours

Friday February 1st

SW these 24 hours Variable airs of wind and Cloudy Weather — At 4 the Commodore Spoke with H M Ship Jamaica the Ship Lord Sheffield from Sa Van la Mar Joined the Convoy bore away to go round the West End of the Island — Ends with Cloudy Weather Commodore and Ships in Company Nigry hill and [— ?] South bore NNW distance 6 or 7 Leagues

Saturday 2nd February

Light winds and Cloudy Weather — Standing to the Westward, takeing in and makeing sail as Conveynant to Keep Company with the Commodore, At 8 the Commodore bore away finding the Brig Recovery very Leaky & not Able to Keep to Sea, she was Ordered to proceed for the first Port, the Commodore Queen Charlotte & Lord Sheffield in Company

[p 67] Sunday February 3rd

Begins with strong gales of wind and Cloudy Weather the Ship Makeing a quantity of Water The Sea Running very Cross at 8 PM was Spoke with by the Commodore giving information of the Queen Charlotte in great distress haveing five feet Water in her Hould. Keeping their pumps Constantly at Work At 11 ditto the Ship Foundered. She went down by the head in the Course of One Minnet nothing of her to be seen, by the providence of the Almighty all hands was saved by Lieut Ross

⁹ Missing folios again.

— plying to windward Wind at ENE Ends with Cloudy Weather the Commodore and Lord Sheffield in Company

Monday February 4th

Fresh gales and Cloudy Weather — Plying to windward a strong windward Current the Commodore sent on board three Men to Assist Working and pumping Ship At day light it Came on to blow heavy from East — took in sail as Needful Ends with heavy gales and Cloudy Weather the Commodore and Lord Sheffield in Company — Levant in her Station Sea Running high

[p 68] Tuesday February 5th

Still Continues blowing heavy from the ESE pumping ship every half hour. At Midnight it moderated made sail accordingly, Ends with Cloudy Weather The Commodore and Lord Sheffield in Company Imagineing ourselves to be a breast of Martha Bray distance 7 or 8 Leagues

Wednesday February 6th

Begins with Moderate winds from the Eastward and Cloudy Weather Plying to windward At 10 PM took the advantage of the Land Wind at day light it fell allmost Calm Ends with little Winds and Cloudy Weather the Commodore and Lord Sheffield in Company, imagineing ourselves a breast of St Anns Bay distance 4 or 5 Leagues

Thursday February 7th

Moderate and Cloudy Weather Plying to Windward Wind at ENE At 6 PM Gallina point bore ESE distance 6 or 7 Leagues AM At day light it came on to blow heavy with a high Sea, double Reef the fore & Main top sails, handed the Mizzen, ditto Squally with Showers of Rain, fixed New [page damaged] sail Tyes. Ends with Cloudy Weather the Commodore & Lord Sheffield in Company [page damaged] in sight not plain to be made

[p 69] Friday February 8th

Moderate breezes of wind and Cloudy Weather Still Plying to windward AM At 2 Tacked inshore Wind at East, at Day light it came on to blow heavy — took in Sail as Needful, a heavy Sea from ENE pumping Ship every hour — At 9 it moderated, made sail as agreeable to the Commodore Ends with strong gales of wind and Squally Weather with a lofty swell from the Eastward the Commodore and Lord Sheffield in Company pumping ship every half hour

Saturday February 9th

All these 24 hours heavy squalls of wind and dirty Weather, Still Plying to windward, the Vessel Labouring very hard Shipping a deal of Water pumping every half hour finding the Vessel to strain much in her upper Works AM Sudden squalls of wind and Unsettled Weather the sea still Continues to Run very high Wind at East Ends with Cloudy Weather the Commodore & Lord Sheffield in Company Tacked inshore Wind at East from the bad Weather, three Men Sick

[p 70] Sunday February 10th

Begins with fresh gales of wind and Cloudy Weather Still Plying to windward Wind at East — a heavy swell — the Vessel Labouring hard pumping every half hour — At day light the Wind Moderated Out 2nd Reef the top sails Set the top Gallant Sails and Staysails as likewise in set the Square main sail Ends with Moderate Winds and Cloudy Weather the Commodore and Lord Sheffield in Company, the NE End of Jamaica bore ESE distance about 8 Leagues

Monday February 11th

Fresh gales and Squally Weather Still plying to windward, a heavy swell from the Eastward At 6 the NE End of Jamaica bore EbS ½ S distance about 6 Leagues — Ends with dirty Weather the Commodore & Lord Sheffield in Company

Tuesday February 12th

Strong gales and dirty Weather turning to windward, a heavy sea from the Eastward At 4 PM the Commodore made a signal for the Lord Sheffield & Levant to proceed for the place of Rendezvous At 5 Anchored, at Port Antonio with the small Bower. Moored ship with the Stream Anchor & Cable

[February 13th – 19th, no log]

[p 71] Wednesday February 20th

At 6PM Came on board the Pilot. At 7 Weighed and made sail in Company with the Convoy At 8 got clear of the Land, the Ceres Frigate made a signal for all Masters, Out Boat went on board. Received my Instructions to proceed to England — under the Protection of H M Ship Valiant of 74 Guns & Ceres Frigate Shipped the Seamen as follows Viz – at the Exorbitant Wages — and Run Money, was Oblidged to Comply otherwise loose Convoy. Peter Langfast advanced 30 Guineas Daniel Mortemore [?] 30 Guineas Jacob Simms 25 Guineas George Waters 20 Guineas James Conoly 20 Guineas John Rogers £10 Currency & Thomas Byron £10 Currency Ends with strong gales and Squally Wind at ESE in Company with the Commodore & 15 sail of the fleet NE End Jamaica bore ESE distance 4 or 5 Leagues

Thursday February 21st

Strong gales of wind and Cloudy Weather PM Plying to windward a heavy swell from the Eastward, Vessel Labouring hard, pumping every half hour AM Ends with Cloudy Weather in Company with the Commodore and fleet East end of Jamaica bore South 4 or 5 Leagues

[p 72] Friday February 22nd

Moderate and Cloudy Weather Still Plying to windward a heavy sea pumping every half hour AM At day light discovered Remainder part of the Convoy, At 10 all the Ships Joined Company Out boat went on board HMS Valliant Received fresh Instructions, & orders to hoist a White and Red Flag at the fore Top Gallant Mast head Commodore and Ceres Frigate in Company as likewise 40 sail of Merchant Men

Saturday February 23rd

Moderate and Cloudy Weather Plying to Windward At 8 the East end of Jamaica bore WSW distance 7 or 8 Leagues AM takeing in and makeing as Requisite Ends with Strong gales and Cloudy Weather Commodore and fleet in Company Latitude Observed 18°.10' North Course made since leaving the Land EbN ½ N Distance 48 Miles

[p 73] Sunday February 24th

Moderate and Cloudy Weather employed making sails and about other Jobs Inclinalbe to be Calm AM At 6 saw the Island of Navaza bearing SSE distance 3 or 5 Leagues Ends with Cloudy Weather the Above Island bore SbE distance 6 Leagues Commodore & Fleet in Company Latitude Observed 18° 36' North

Monday February 25th

All these 24 hours Cloudy Weather Inclinalbe to be Calm Vessels Keeping a great distance from each Other to prevent damage AM ends with ditto Weather Commodore and fleet in Company Cape Tiburon bore SEbS distance about 5 Leagues

[p 74] Tuesday February 26th

Throughout these 24 hours baffling winds and Cloudy Weather Employed as Yesterday Almost Calm At 9 hard the Report of a number of small arms that was fired as we suppose by our Enemies at some of the Scatterd Ships of the fleet – At day light Could not make out any strange Vesil, or appear that any of the fleet was missing Commodore and fleet in Company Cape Dono Maria bore SwbS distance 6 Leagues

Wednesday February 27th

PM First and middle part of these 24 hours bafting¹⁰ wind, and Cloudy Weather At Midnight Wind Shifted as per Log At 8 Cape Nicholas Mole NEbN distance about 5 Leagues Ends with light Winds and Clear Weather Commodore & fleet in Company Cape Nicholas Mole bore NE distance about 5 Leagues

[p 75] Thursday February 28th

Begins with Moderate and Cloudy Weather PM At 6 it came on to blow hard down fore top Gallant Yard, double Reefed the top Sails – plying to windward AM At Midnight was informed that the Ship Lottary belonging to Liverpool was dismasted by another Ship getting foul of her, & have every reason to suppose she foundered Ends with Strong gales & Squally Weather Cape Mayze bore WbN distance 7 or 8 Leagues and Cape Nicholas Mole in sight Commodore & fleet in Company

Friday March 1st

Strong gales and Squally Weather PM At 4 I Reckon Cape Mayze to bare West distance 8 or 9 Leagues At 6 Single Reefed the Top Sails PM Course made since 4 PM NbW ½ West distance 100 Miles – Latitude by dead reckoning 21°.51'

¹⁰ See note 6.

North Squally with a lofty swell Ends with Cloudy Weather Commodore & fleet in Company by the Chart Castle Island or South Key bearing North distance 6 Leagues

[p 76] Saturday March 2nd

Begins with Moderate winds & fine Weather At 1 PM a breast of South key or Castle Island At 4 the South Key bore SEbS distance about 5 Leagues from which I take my departure It been Started in Latitude 22°.20' North & Longitude in 74° 0' West At 4 the Commodore made a signal for the fleet to alter the Course to Starboard as Per Log Stowed the Anchors Unbent the Cables etc Ends with pleasant Weather Commodore & fleet in Company

[p 77] Sunday March 3rd

Moderate breezes and Cloudy Weather PM The American Vessels hoist their Colours in order to part Company with the Convoy Inclinal to be Calm AM At day light Sprung up a breeze from the Southward Ends with Steady breezes of wind and Cloudy Weather Commodore & fleet in Company All the American Vessels parted Company Under double Reef top Sails Latitude observed 24° 05' North Longitude in 73° 29' [?] West

[p 78] Monday March 4th

PM Cloudy Weather. At 3 the wind shifted to the NW with heavy Rain Soon after Came to the SW At 4 it Came on to blow heavy with Rain wind Shifted as Per Log, in Main top Gallant sail AM Squally takeing in and makeing sail agreeable to the Commodore At day light a Signal was made for the Sternmost Ships to make more sail Bent the new fore Sail got all the Spars Off the Galowes and Stowed them on the main deck, as Likewise Stowed the Yawl in the long Boat Ends with Cloudy Weather Commodore and fleet in Company

[*March 5th – 8th, no log*]

[p 79] Saturday March 9th

PM Moderate winds and Cloudy Weather employed mending the Old Staysails Squally AM ditto Weather Ends with fresh gales of wind and Cloudy Weather under Single Reef top sails Commodore & fleet in Company double Reefed the top sails

[p 80] Sunday March 10th

PM Strong gales of wind and Cloudy Weather, Sea Rising Wind Increasing ditto weather a heavy sea from the Southward the Vessel Labouring very hard Shipping a Quantity of Water fore and Keeping One pump Constantly at Work Ends with Close dirty loocking Weather, Commodore and fleet in Company Latitude by dead reckoning 28° 57' North Longitude in 65° 44' West

[p 81] Monday March 11th

PM Blowing heavy in Squalls At 4 the fleet hoave too for the Sternmost ships AM ditto Weather with Constant Rain a heavy sea Ship Labouring hard Shipping a quantity of Water Keeping One pump at Work At 6 it moderated At ½ past 8 the Commodore brought too to Collect the fleet Ends with Cloudy Weather

[p 82] Tuesday March 12th

PM Moderate breezes & Cloudy sea falling AM fine Weather At day light Out all Reefs and set the Staysails Got up out of the Steerage the Spare sails being Wet Occasioned from the Vessel making much Water in her upper Works Ends with strong gales & fine Weather, the Commodore & fleet in Company

[p 83] Wednesday March 13th

PM begins with moderate winds and fine Weather Squally with Rain AM At 4 the wind Shifted as Per Log & blew Strong, Sea Rising At 5 Close Reefed the top Sails At 10 ballanced the Spanker handed the Mizen top sail Ends with strong gales of wind and Squally Weather Commodore & fleet in Company Sea Rising

[p 84] Thursday March 14th

PM Begins with strong breezes and Cloudy Weather kep'd the ship away to Close the Lewardmost Ships AM little winds and hazy At day light discovered four large Vessels to Windward Standing to the Northward Wore ship as per Log Ends with Cloudy Weather Commodore & fleet in Company

[p 85] Friday March 15th

PM Moderate and Cloudy Weather a heavy head swell All hands employed putting Oakum in the Upper Works that was worked out little winds & Cloudy Weather AM At 7 the Commodore made a signal for all Masters Out Boat went on board Received fresh Instructions, when a signal was made, for the Liverpool and Bristol Vessels to put themselves under the protection of the Ceres Frigate Ends with little winds & Sultry Weather Commodore & fleet in Company

[p 86] Saturday March 16th

PM At ½ past Meridian made Sail in Company with the fleet and Commodore Wind Increaseing Sea Rising AM Ends with strong gales & Squally Weather Carrying Sail as Requisite to Keep Company with the Commodore

[p 87] Sunday March 17th

PM Blowing Strong in Squalls At 5 Close Reefed the Main Top Sail Ditto weather AM ditto Weather At 9 Out 3rd Reefts the Main Top Sail ends with fresh gales of wind and Squally Weather Commodore & fleet in Company
Latitude Observed 34° 06' North
Latitude by dead reckoning 34° 05' North Longitude in 55° 53' West

[p 88] Monday March 18th

PM Strong gales of wind & Squally Weather sea Rising Stowed the small sails ditto Weather AM Close Reefed the Main top sail Keeping one pump Constantly at Work Ends with dirty Weather Vessel labouring hard Shipping a Quantity of water fore & Aft Commodore & fleet in Company

[p 89] Tuesday March 19th

PM Blowing excessive heavy in Squalls. Carrying a press of sail the Ship almost Continually under Water, sea making a breach over her, Keeping one pump Constantly at work – Occasioned from the Commodore carrying such a press of sail – at 4 was Obligated to cut away the Upper Works on the main deck to give Vent

to the Water, that Constantly came on board AM Still Continues to blow heavy Commodore Carrying to much sail for the fleet – expecting something to go, from the great press of sail Commodore & fleet in Company

[p 90] Wednesday March 20th

PM heavy gales of wind and squally Weather the vessel Laboring hard Shipped a heavy sea on the Weather beam, Carried away our Wooden Guns ¹¹ AM ditto Weather keeping One pump at Work More Moderate, sea falling ends with Moderate winds & Cloudy Weather set the Mizen top sail & got up the fore top Gallant Mast Commodore and fleet in Company

[p 91] Thursday March 21st

PM Moderate winds and hazey Weather At ½ past 4 hoave too for the Sternmost Ships. At 6 made sail Variable winds and Rainy Weather AM At 4 the wind Shifted as per Log At 8 Wore ship to the Northward the Commodore Kep'd away for The Leermost ships At Noon hauld our Wind hazey Weather Commodore & fleet in Company

[p 92] Friday March 22nd

PM Moderate winds & Cloudy Weather Variable Winds and Unsettled Weather At Midnight wind Shifted as per Log AM At 8 out all Reefs loosed the small sails to drie & up main top Gallant yard Ends with Steady winds & Cloudy Commodore & fleet in Company

[p 93] Satturday March 23rd

PM Moderate winds & Cloudy Weather employed Repairing sails Rigging etc Wind Increaseing swell Rising I allow 7 Miles for the heave of the Sea ends with Steady Winds & Cloudy Weather, Commodore and rest of the Ships in Company

[p 95] Sunday March 24th

PM Fresh gales of wind and squally Weather ditto Weather I allow nothing for the heave of the Sea on account of shortning sail at Intervals for the fleet all hands employed putting Oakum in the seams of the Upper works, that was Opend by the Labouring of the ship handed the Mizen top sail & Close Reefed the fore top sail ends with Cloudy Weather Commodore & fleet in Company Latitude by dead reckoning 41° 23' North Longitude in 39° 53' West

[p 94] Monday March 25th

PM Blowing heavy in squalls – a lofty sea. Ship takeing on board a quantity of Water Keeping One pump constantly at work AM At 2 the Wind shifted as per Log and blew strong Blowing heavy in Squalls ends with heavy squalls of wind and Cloudy Weather, Commodore & fleet in Company Now under Close Reef top sails and Reef fore sail

[p 96] Tuesday March 26th

PM Moderate & Cloudy Weather Swaid up the fore top Gallant Mast ditto Weather At day light perceived the Commodore to have no main top mast have

¹¹ Dummy guns to deter attackers – see Wikipedia 'Quaker guns'.

reason to suppose it went in the Night, Observed our Garf to be gone Unbent the Spanker, employed fiting & woulding it Ends with Cloudy Weather Commodore & fleet in Company

[p 97] Wednesday March 27th

PM Moderate winds and Cloudy Weather Broached a Tierce Beef Inclinalbe to be Calm AM head round the Compass At 7 Sprung up a light breeze as per Log employed mending Stearing sails out reef the fore sail ends with Cloudy Weather Commodore & fleet in Company

[p 98] Thursday March 28th

PM Moderate & very Unsettled Weather At 7 the wind Shifted as per Log and came on to blow heavy close Reefed the top sails handed the Mizen ditto At 8 in fore top sail Sea Rising At Midnight blowing excessive heavy AM At day light in main top sail and down fore Top Mast Staysail sea Running very high, under the fore Sail the Sea makeing dangerously a breach over us, was Oblidged to keep her head to the Sea Ends with very heavy Gales of wind & a lofty Sea, fleet much Scatterd Commodore in sight, under his Main Staysail & fore Staysail Shipping constantly the Sprays of heavy Seas Keeping One Pump constantly at Work

[p 99] Friday March 29th

PM Blowing a heavy gale of wind discovered three sail of the fleet to Leeward kept the ship a fore the wind in order if possible to fall in with the Commodore through at a great Risque in Foundering the Vessel by Keeping in the thraugh of the Sea At 6 saw the Commodore under his main staysail & fore Staysail At 7 hauld up on a Wind the sea makeing a breach over the Ship at times the Sprays as high as the top sail Yards Keeping One pump at Work AM takeing every Method to Keep Company at 2 lost sight of the Commodores light at day light could only make out three sail of the fleet At 9 bore away in order to get sight of the Commodore, sea Running very high At 10 hauld our Wind Ends with very heavy gales of wind a lofty sea & very unsettled Weather

[p 100] Friday [Saturday] March 30th ¹²

PM Still Continues blowing very Strong with a lofty Sea the Commodore or any of the fleet in Sight More Moderate Sea falling AM At day light saw Seven Vessels a long ways to Leward. At 7 bore away set the Close Reef top Sails At 9 made out the Commodore plain & only 8 Vessels in Company the Ceres Frigate not in Sight Ends with Moderate winds & Cloudy Weather Commodore & 6 Sail of the fleet in Company Latitude observed 44° 9' North Longitude in 27° 57' West

[p 101] Sunday March 31st

PM Begins with moderate winds & Cloudy Weather At 3 got Close to the Ships, Man of War proved to be the Ceres Frigate, put myself under his protections agreeable to my Instructions from H M Ship Valliant, the Company with only Six Sail of the fleet, the Valliant & rest of the fleet Separated in the last gale of wind AM Squally with Rain ends with Strong breezes of wind and Cloudy Weather, Commodore which is now the Ceres and Six sail in Company

¹² i.e. Saturday.

[p 102] Monday April 1st

PM Begins with fresh gales of Wind and Squally Weather Close Reefed the fore top Sail Vessel makes more Water than Usual, Occasioned from Straining in last gale of wind AM Cloudy Weather Ends with a fresh gale of wind and dirty loocking Weather Commodore & fleet in Company

[p 103] Tuesday April 2nd

PM Strong gales and Unsettled Weather At 4 Reefed the fore sail Squally in Mizen Topsail ditto Weather Commodore bringing to at times for the Sternmost Ships At day light two of the Ships a long distance a Stern Ends with Squally Weather with Rain, Commodore & fleet in Company, Now Under Reef fore Sail & Close Reef fore & Main Topsails

[p 104] Wednesday April 3rd

PM Strong gales of wind & Squally Weather the Vessel Labouring hard & Shipping a quantity of Water ditto Weather with Showers of Rain Clewed up the Main top sail for the Sternmost Ships Ends with thick Cloudy Commodore & only five of the fleet in Company I curtail 4 Miles from the distance on account of Shortning sail for the Sternmost Ships

[p 105] Thursday April 4th

PM Variable airs of wind and Unsettled Weather with Constant Rain takeing in & makeing sail as Conveniant to keep Company with the Commodore AM the Vessels much Scatterd At 9 Spoke with the Commodore asked his liberty to part Company and push on for my Intended Port liberty I have procured to part Company at Night time Ends with dirty Weather Commodore and five sail in Company

[p 107] sic – out of order Friday April 5th

PM Strong breezes and Cloudy Weather At 7 Spoke the Commodore parted by his orders with the Convoy Out Reefs & made more sail at Midnight wind Shifted as per Log & came On to blow heavy, put the Ship under Close Reef Main top Sail and fore sail, At 4 AM it came on to blow Violant hard which Oblidged me to bring too under the fore sail Ends with heavy gales of Wind & dirty Weather a lofty Sea

[p 106] sic – out of order Saturday April 6th

PM Still Continues to blow very heavy a lofty Sea the Ship Labouring hard & Shipping a quantity of Water At Midnight Wind more Moderate, Sea falling AM At 5 set the Main top sail At 8 out 3rd Reef the top sails & up fore top Gallant Mast ends with Moderate winds and Cloudy Weather

[p 108] Sunday April 7th

PM begins with Variable airs of wind and Unsettled Weather tryed for Ground no bottom, almost Calm Sprung up a breeze as per Log AM Wind Increaseing At 8 it came on to blow heavy from the Southward with dirty Weather put the Ship under the Close Reef Main top sail & fore sail Sea Rising Ends with very dirty Weather Reefed the fore sail

Latitude by dead reckoning 50° 27' North Longitude in 10° 32' West

[p 109] Monday April 8th

PM Heavy gales of wind and Cloudy Weather At 2 the Wind Shifted as per Log and came on to blow heavy tried for ground no bottom AM At Midnight it blowing very hard. At 1 kept the Ship Channell Course Reckoning Myself in Latitude of Cape Clear At 6 blowing very heavy a high sea brought too under the fore sail At 10 two ships passed us that seperated from the fleet At 11 bore away At Noon finding it to blow so heavy, expecting every thing to be washed off the decks brought too under the fore sail

[p 110] Tuesday April 9th

PM Still Continues to blow heavy At 8 bore away under the Reef fore sail AM At day light Saw the Mizon head distance about 4 Leagues At 9 Cape Clear bore WNW distance 5 or 6 Leagues Ends with fresh gales and Cloudy Weather bent the Cables Now pushing for the Bristol Channell Latitude Observed 51°.20' North

[p 111] Wednesday April 10th

PM Variable winds and dirty Weather at 6 it came on to blow heavy in fore top sail under the Reef fore sail & Close reef Main top sail Wind Shifted and came on to blow Violant hard AM At 8 was Oblidged to bring too under Reef fore sail Ends with ditto Weather Set the Main staysail

On the 11th April came on board a Coome Pilot as likewise Mr Crady Pill Pilot

GLOSSARY

ABAF – at or towards the stern of a vessel.

ACADEMY – the Royal Academy of Arts, founded in 1768.

ADMIRAL SHIP – the vessel used by the admiral, the commanding officer of a group of naval ships. A large vessel, with space for meetings of all the captains of the fleet, and for the admiral's staff to make plans and draw up orders.

ADZE – an axe-like tool with a blade at right-angles to the handle, used for shaping and dressing wood; may be a small handheld tool or with a long handle, as in *long pole adz*.

AFFRAITMENT (affreightment) – a contract in which a shipowner agrees to carry goods in the ship for another person (the charterer), or to give the charterer the use of the ship's cargo space on a specified voyage or for a specified time. The charterer agrees to pay a specified price, called freight, for the carriage of the goods or the use of the ship.

AFT – at or near the stern of a vessel.

ALEMBIC – apparatus used in distilling. See also WORM.

ALLATCHES (elatches?) – a fine quality, striped, mixed cotton and silk Indian fabric.

ALLEJARS/ALLIJARS – a medium quality Indian cotton or mixture of cotton and silk, striped or checked, in red and white or blue and white.

ALLOM (alum) – an astringent mineral salt used in dyeing and tanning.

ALONGSIDE – by the side of a vessel, pier, dock.

ANABASSES – cheap blue and white striped loincloths made of a mixed cotton and linen/wool fabric.

ANCHOR –

BOWER ANCHOR – one of the principal anchors, carried at the bows and in regular working use.

BEST BOWER ANCHOR – the bower anchor carried on the starboard side of a vessel.

SMALL BOWER ANCHOR – the bower anchor carried on the larboard (port) side of a vessel.

SHEET ANCHOR – a large, strong anchor, carried as a spare, for use in an emergency.

STREAM ANCHOR – a smaller anchor used for temporary mooring and restraining stern movement in tidal conditions or where vessel movement needs to be restricted, such as rivers and channels; also may be used for warping, moving a vessel by hauling on warps (ropes or light hawsers) fastened to an anchor, buoy, other ships or certain fixed objects on shore.

ANCHOR STOCK RING – may refer to the iron hoops that, in large anchors, secured the two bolted together wooden beams of the anchor stock; alternatively, may refer to the ring at the top of the anchor central shank.

ARM(S) CHEST – a long, sturdy box, specifically for the storage of firearms and other smaller weapons and gunnery equipment.

ARMOURER – one in charge of the arms of a warship.

ARRACK – a distilled alcoholic drink.

ARRANGOE – beads from India made from rough cornelian, a semi-precious stone.

ARTICLES – Articles of Agreement setting out the terms and conditions of a voyage.

ASTERN – behind a vessel; also, at or towards the stern.

ATCHABANNIES – a coarse, plain white Indian cotton.

ATHWART – at right angles to; from one side to the other.

AUGUR (auger) – a tool (or bit) resembling a corkscrew, used with a carpenter's brace for drilling holes in wood.

AVAST – the order to stop or pause in any exercise, as in *we avast firing (Dreadnought f22v 30th July)*.

AVERAGE – the apportionment of financial liability resulting from loss of or damage to a ship or cargo. See also FREIGHT, PRIMAGE.

AWM – aune probably intended, a length of an ell plus a nail (47¼ inches) – the quantities given suggest conversion from a Flemish ell to a French ell.

AXE (ship's axe) – a large flat cutting tool, for trimming and reducing pieces of timber.

AXLE TREE – a bar or beam of wood or iron, connecting the opposite wheels of a carriage.

BAFFLING WIND – a wind that frequently changes direction.

BAFTS (baftas) – a plain Indian cotton, usually cream or white when imported to Europe for printing, but dyed red, blue or black for other markets. A cheap version was produced in Great Britain for export, especially to Africa; *Snow Swift* carried English dyed bafts.

BALANCE – to reduce a sail,: eg *blew Strong, Sea Rising At 5 Close Reefed the top Sails At 10 ballanced the Spanker (Levant f41r 13th March)*.

BALE – a large wrapped or bound bundle, eg of hay, cotton or cloth. As a measure, in America, specifically 500lb cotton.

BALE GOODS – commodities contained in a large wrapped or bound bundle such as hay, cotton or cloth.

BANDANNOE (bandana) – large tie-dyed or printed Indian silk or cotton handkerchiefs worn around the head or neck. The bandannoes carried by *Snow Africa* consisted of four lengths of flowered fabric, with seven handkerchiefs printed on each, which would be cut into individual handkerchiefs and hemmed when they reached their destination.

BANK LINE – a line for fishing from places where the land meets the water's edge, such as river banks.

BAR/BARR /IRON BAR – a standard unit of value used in Africa, based on the price of a bar of iron. The cost of trade goods in pounds was converted into a value in bars and exchanged for slaves priced at the same bars value.

BARGE – a long, light, narrow ships' boat, rowed by ten or twelve oarsmen, carried on board a sailing ship.

BARNSTAPLE OVEN – a portable domed clay oven, made in north Devon.

BARQUADIEER (barquadier) – a pier or wharf.

BARRACADOE (barricado) – on slaving ships, a tall wooden barricade (8–12 feet high and projecting 2 feet over the sides of the ship) bisecting the deck at the main mast, with a small door in it. It separated the African men and women when they were brought on deck for exercise etc but its main purpose was to provide a defensive fortification during an insurrection.

BARRICADO BOLT – a fastening, presumably for the door in the barricado.

BARREL – a large wooden container.

HAMBRO BARRELL – a large barrel, peculiar to Hamburg.

HARNESS BARREL – a barrel on board a vessel for storing or soaking salt meat preparatory to use; also, HARNESS CASK, HARNESS TUB.

WEST INDIA BARREL – a barrel of a particular size, for exporting goods to the West Indies.

BARRELL ORGAN – a type of cannon or firearm with several barrels arranged side by side. Those carried by *Ruby* were among the contents of the arms chest, therefore firearms.

BASTS – straw matting.

BAYES/BAYS/BAYZ – a thick, felt-like woollen fabric.

BARNSTAPLE BAYS – bays made in Barnstaple, Devon.

BEAN MILL – probably for grinding dried pulses – noted with a variety of items in the Stores and Provisions of *Snow Swift*.

BEAR/BORE AWAY – to steer a vessel away from the wind.

BEAR/BORE DOWN – to approach from windward; to assume a position to engage or disengage enemy ships.

BEAR/BORE UP – to steer a vessel into the wind; to assume a position to engage or disengage enemy ships.

BEARING – the direction of an object from an observer, as in *saw the Island of Dominica bearing West Distant 7 or 8 leagues (Lloyd p 61 1st March)*.

BEAT/BEATING – to sail a zigzag course towards the wind, with the wind first on one side of the sail, then on the other; to sail close hauled.

BEAT TO ARMS – prepare for battle.

BECALMED – unable to move due to a lack of wind, drifting with the current rather than moving by the sails.

BED – the piece of wood between the brackets of a gun carriage which supports the breech (the closed rear end of the barrel) of the gun.

BEFORE THE WIND – sailing in the same direction as the wind and being propelled forward.

BEJUTAPAUTS – a medium quality striped or checked Indian cotton.

BELAYING PIN – a short length of turned wood, club-shaped, with a rounded head and a handle. Used to secure the running rigging (rigging used for controlling the sails) on board a sailing ship. Its size and shape made it a handy club and it was often so used by a bosun to obtain attention.

BELL METTLE (metal) POT – a pot made from bell metal, an alloy of copper and tin.

BELLYD FLAGGON (bellied flagon) – a large leather, metal, glass or ceramic vessel with a bulbous body, typically with a handle and spout, used to serve drink.

BEND – to secure a sail to its yard and stays before hoisting, cables to anchors or to tie ropes. See also UNBEND.

BEND OF LEATHER – a cut of leather, the thickest and firmest part of the hide. As carried by *Ruby*, used to make pump washers/valves and elsewhere in pump mechanisms.

BEST BOWER CABLE – for attaching the best bower anchor, see ANCHOR.

BILL – a cutting tool, typically used in agriculture and for cutting woody material such as shrubs and branches, called a billhook at a later date; a freight item carried by *Snow Triton* and *Snow Fanny*.

BILL OF EXCHANGE – a written order to a person requiring them to make a specified payment to the signatory: a promissory note.

BILL OF HEALTH – an official certificate given to the master of a ship on leaving port, describing the health of the port and the likelihood of the ship carrying an infectious disease.

BILL OF LADING – a formal receipt given by the master of ship that he has received the goods specified on it and binding him to deliver them as stated.

BILL OF LOADING – see BILL OF LADING.

BIT/BITT (1) – a boring tool, making a hole by circular grinding while held in a brace.

GUN BIT/BITT – for boring holes in the barrels of small arms

TAPER BIT, CENTER BIT, DOWLING BIT (Carpenter's Stores *Ruby*)

BIT/BITT (2) – Spanish silver coinage worth one real, one eighth of a Spanish Dollar or Piece of Eight.

BITT (3) – a strong upright post mounted on a ship's bow and used for securing lines and ropes.

BLOCK – pulley blocks, as in block and tackle, a system of rope and pulleys used to lift or pull heavy loads.

BLOCKMAKER – one who makes pulley blocks.

BLOODY PIECE (meat provisions) – meat that hasn't been preserved by salting or pickling.

BLUE CLOTH WITH BLACK LUSTRING – probably a silk fabric, woven with two colours to give a glossy, iridescent look.

BLUNDERBUSH (blunderbuss) – a short, large-bored firearm with a flared muzzle.

BOAT HOOK – a pole with a blunt tip and a hook on the end, sometimes with a ring on its opposite end to which a line may be attached. Typically used to assist in docking and undocking a boat, as well as pulling items out of the water such as buoys or other floating objects, or to reach people in the water.

BOAT'S MAST IRON – meaning unclear from the context, noted with a variety items in the stores of *Snow Swift*. Likely to be metal rings fitted to the masts of the ship's boats (of which *Snow Swift* carried a long boat and a yawl), and which formed a connection for the booms and yards.

BOATSWAIN – responsible for the maintenance and repair of the hull, rigging, cables, anchors, sails and boats, also for the crew's morale and work efficiency. Usually abbreviated to 'bosun'.

BODY BOLT – meaning not found, a freight item carried by *Druid*.

BOLOGNIA (Bologna) PUDDING – a type of sausage.

BOLT (textiles) – a roll of woven fabric; variously 30 yards, 28 ells, 40 feet.

BOND – an enforceable written promise to pay a specified amount by a specified date. (*OED* 9a).

BOOM – a long spar run out from different places on a vessel, to extend and flatten the foot of a particular sail.

FORE TOPMAST STEERING SAIL BOOM – a boom for a steering sail, attached to the fore topmast.

MAIN BOOM – a boom attached to the main mast.

BORER –

BUNG BORER – a tool for making a tapered hole in casks for the bung.

TAP BORER – a tool for making holes in casks for the spigot (a small peg, plug or tap) or the bung.

BOUNTY (of pitch) – an allowance paid under the Naval Stores Bounty Act on various articles used in building and maintaining sailing ships, including pitch, imported from the American colonies.

BOUNTY MONEY – a sum of money paid as an inducement or reward.

BOW – the front end of a vessel, and either side of it, as in starboard bow and larboard (port) bow.

LEE BOW – that bow of a vessel on her lee side, towards leeward.

BOWSPRIT – a large spar projecting from the bow of a vessel, to which is attached the forestay (a rope supporting the foremast) and enabling the addition of extra sails such as a jib, staysail or spritsail.

BRAN – pieces of grain husk separated from flour after milling; various uses, including as a packing material.

BRANNY SAND – likely to mean sand with the consistency of bran.

BRASIER/BRAZIER – one who works with brass. (Also a metal stove, but not here.)

BRAWLES – a coarse, blue and white striped Indian cotton; *Snow Africa* also carried finer quality silk brawles.

BREACH – a breaking of the woodwork of a vessel such that water enters the hull; also, waves breaking over the decks of a vessel in bad weather or when stranded.

BREAKAGE – an allowance made for the waste in certain commodities: for sugar – the dirt on the outside and the syrup remaining in the casks, for cotton – the gain or loss of moisture within the bales, depending on the conditions in which stored or shipped.

BREAMING/BREEMING ALE – ale provided for those carrying out breaming – cleaning the hull of a ship of weeds and shells by burning or scraping.

BRIG/BRIGANTINE – a two-masted vessel, square-rigged on the foremast and fore-and-aft rigged on the main mast.

BRIMSTONE – sulphur; various uses including fumigation, bleaching, the manufacture of gunpowder and matches, and medicinally.

FLOUR (flower) BRIMSTONE – a powder, also known as Flowers of Sulphur.

ROLL BRIMSTONE – a compact solid, in the shape of a long roll or stick.

BRING TO – to cause a vessel to come to a standstill by arranging the sails in a certain way.

BROAD CLOTH – a plain woven fabric, processed by milling to a dense, felt-like finish. Traditionally made of wool and woven on a broad loom, much wider than the resulting width of the fabric after milling.

BROAD SALT – probably a flake salt (large dry crystals of salt).

BROADSIDE – one side of a vessel; the guns on one side of an armed vessel, and the simultaneous firing of all of them.

BROCADE – a rich fabric woven with an elaborate, raised design.

BROCADED WAST COAT – a waist coat made with a fabric embroidered with a raised pattern, typically using gold or silver thread, or made with brocade.

BROCKERIDGE/BROKERIDGE (brokerage) – the business of acting as a broker (one who arranges transactions between a buyer and a seller); the fee charged by a broker.

BROWN POWDER – Spanish Brown? A pigment.

BUCCANEER – see GUN.

BUOY SHAVE – precise meaning not found, a tool in the cooper's stores of *Ruby*. Likely to be a bladed tool used in the making of ship's buoys, some of which were constructed in the same way as barrels.

BURDEN (burthen) – the cargo capacity of a ship, usually measured in nominal tuns, the barrels not the ton weight.

BUSHEL – a measure of capacity for dry goods (grain, salt, beans etc) equal to 8 gallons or 4 pecks.

BUTT – a large wooden container holding about 108 beer gallons or 126 wine gallons, the capacity for imported wines may differ depending on country of origin. For wine, also known as a pipe. Used for water, bread etc and to transport general goods.

BYRAMPAUTS – originally a fine plain white Indian cotton, coarser dyed varieties were produced subsequently.

CAFFORD NAIL – see NAIL.

CALAMINCO (calamanco) SHOE – a shoe made from calamanco, a glazed woollen fabric.

CAN – a tin drinking vessel used by seamen.

CABIN CAN – for use in the cabin.

MESS CAN – for use when eating and drinking with a mess (*qv*).

CAN HOOK – a device used for hoisting barrels by the ends of the staves, consisting of flat hooks at each end of a short rope or chain.

CANDLE –

MOULD, DIPT – candles made in a mould or by dipping.

SIZES: 4^s, 6^s – the number of candles made from 1lb of wax/tallow; the lower the number the larger the candle (1 dozen of 4^s candles would be 48 candles, 1 dozen of 6^s candles would be 72 candles).

WEIGHT – the weight of candles is given in dozens of pounds: for example, from *Snow Fanny* - 590 dozen 2lbs at 6s 9d – this is 7082 lbs, at 6s 9d per dozen of lbs, total £199 3s 7d.

CANIPERS (callipers) – curved compasses, used to measure the girth of timber, the external diameter of masts, shot and other circular or cylindrical material.

CAP, on the – eg *on the Cap a proportionable Sail to Keep Close to the Convoy (Levant f 11r 6th September)*: meaning unclear may refer to the cap fitting that connects portions of a mast together; alternatively, may refer to the top section of a mast.

CAPOOSE – a pivot on which the rollers in a sugar mill turned.

CARBOY – a large glass vessel with a globular base tapering to a narrow neck, used for transporting liquids, usually chemicals.

CARGO PORK – salted pork, using poor quality joints taken from underweight animals.

CARRIAGE – the frame on which a gun is mounted for firing.

CARTRIDGE CASE – the container for the shot and gunpowder.

CARTRIDGE PAPER – a heavy paper used for making cartridges for firearms, a paper cylinder or cone containing the shot and gunpowder.

CANON CARTRIDGE PAPER.

MUSKITT (musket) CARTRIDGE PAPER.

CASADA PLATE (cassada pan) – a wide, shallow, cast-iron dish. In the Carribbean, used in the production of tapioca, a starch extracted from the root of the cassada, or cassava plant.

CASK – a barrel-shaped wooden container.

HARNESS CASK – a barrel on board a ship for storing or soaking salt meat preparatory to use; also HARNESS BARREL, HARNESS TUB.

CASSIA – a spice.

CAST ANCHOR – to drop or let go an anchor to secure a vessel.

CASTILE SOAP – a fine, white, hard olive oil-based soap, originally made in Castile, Spain.

CAULK – to seal the seams in a ship's planking against leakage.

CAULKING – the material used to caulk, traditionally oakum (a loose fibre obtained by untwisting old rope), moss or animal hair. This was then covered in pitch to make the seams watertight.

CAULKING IRON – a chisel-shaped tool used to drive caulking into seams.

CAULKING Mallet – a short-handled mallet used to strike caulking irons.

CELLERAGE (cellarage) – the use of a cellar or storehouse; the charge for using.

CHAISE – a horse-drawn carriage.

CHALK LINE – a device for marking straight lines onto a surface, consisting of a box filled with chalk powder, with a reel of string inside. The chalk-coated string is pulled out taut across a surface and then plucked, causing the string to snap back down, leaving a chalk line.

CHANDLER – a candle and soap dealer.

SHIP CHANDLER – a dealer who provides ships' stores.

CHANDLERY – ships' stores.

CHARTER PARTY – the contract between a shipowner and another person (the charterer) for the use of a vessel.

CHECK/CHEECK – fabric with a coloured checked pattern.

CHELLOES/CHELLOWES/CHILLOES – a coarse to medium quality Indian cotton with stripes or checked; *Snow Swift* also carried fine and superfine quality chelloes.

MANCHESTER CHELLOES – chelloes produced in Manchester for export to West Africa.

CHINCE/CHINTS/CHINTZ – a medium to superior quality printed Indian cotton, decorative and usually glazed.

PATNA CHINTS (chintz) – a medium to superior quality printed cotton, decorative and usually glazed, from Patna in north-east India.

CHISEL –

COLD CHISEL – used to cut and shape metal.

GOUGE CHISEL – a woodworking chisel with a concave blade to remove wood without causing splintering.

SCRIBING CHISEL – or scribing gouge, a woodworking tool used for precisely cutting an inside curve.

SOCKETT CHISEL – a woodworking chisel with a tapering, hollow neck into which the handle is fitted, often used with a mallet, the repeated blows of which help to strengthen the bond between the handle and blade.

SHORT FORMER – listed in carpenter's tools carried on *Snow Swift*, may be a short blade firmer chisel, one with a thick strong blade for heavier work; *larger formers* also listed.

CHUCKLAES – a fine quality, striped, mixed cotton and silk Indian fabric.

CLARIFIER – apparatus used in sugar boiling and rum distilling.

CLAW SLEGG – claw hammer?

CLEARANCE – the process of passing goods through customs examination to enable them to enter or leave the country; also a document showing that a vessel has been cleared. Also, CLEARING.

CLEW UP – to draw up a sail by hauling on the clew lines to gather its bottom part up to the yard.

CLOSE HAULED – having the sails set for sailing as nearly against the wind as the vessel will go.

COAST COMMISSION – an allowance granted to a ship's captain on the sale of the slaves he transported, in recognition of his bartering the purchase of slaves on the African coast. He would receive a lesser amount if agents had bartered for the slaves he transported.

COCK (1) – a valve or tap, to control the flow of a liquid.

BRASS COCK – a brass valve or tap. Carried as part of the cargo of *Snow Fanny*, together with other distilling apparatus.

COPPER COCK – a copper valve or tap. Carried as part of the cabin stores of *Ruby*.

COCK (2) – the hammer of a firearm trigger mechanism. To cock the weapon is to raise the hammer which will then be released by pulling the trigger.

COCK (3) – metal lining of a hole through which a pin or key passes (*OED* cock 7).

COCK PIN TURNER – precise meaning not found, listed in the gunner's stores of the *Ruby*, likely to be a tool for turning a pin in the cock of a gun.

LOCK COCK – meaning unclear from context, noted in the cabin stores of the *Ruby*, probably security device in hands of cabin occupant or servant.

COCKETT – a document used by Customs officials certifying payment of duties etc.

COIN – a wooden wedge, adjusted to support the breech (the closed rear end of the barrel) of the gun to give the muzzle the required elevation for firing.

COLLECTOR – a customs official who made a return of all goods exported or imported and all moneys received, for which he issued a cocket (receipt).

COLOURS – a flag indicating a vessel's nationality.

COME UP WITH – to come level with, alongside of.

COMMON RULE – a ruler, for measuring and drawing straight lines.

COMPASS – to go round in a circular course; eg *head Round the Compass* (*Levant* f 4r 23rd August and f 48r 27th March), where the vessel is being moved around the edge of the convoy; also meaning extent or reach, as in *to Collect the fleet in a smaler Compass*. (*Levant* f 10r 4th September).

COMPASS (1) – an instrument used in navigation. Several varieties are noted in the stores of *Ruby*, including box and hanging compasses.

BOX COMPASS – a gimbal-mounted compass housed in a wooden box. The gimbal, a pivoted support, stabilised the compass, allowing steady readings despite the movement of the vessel.

HANGING COMPASS – gimbal-mounted and designed to be suspended, so as to be read from underneath. Usually fitted to the ceiling in a cabin to allow the vessel's course to be checked without having to go to the deck, also known as an overhead compass. The *cabbin compass* listed in the stores of *Ruby* may have been a hanging compass.

COMPASS (2) SAW – a saw with a narrow, tapered blade used for making curved cuts known as compasses. Designed for working in confined spaces and overhead, where a larger saw would not fit.

COMPASSES, SCREW, pair of – an instrument for taking measurements and drawing circles or arcs, with a screw for adjustment, to hold the two legs in position.

CONDEMNATION – the judgement of a court that a ship taken as a prize was liable to capture and was properly and legally captured.

CONVOY – a group of ships sailing together, typically under the protection of a warship; a warship employed in escorting ships for protection; to gather together under an escort; the protection provided by an escort.

COOPER – one who makes or repairs barrels and casks.

COOPERAGE – the making of barrels and casks.

COOPPEES – a plain white, medium to superior quality Indian cotton.

COPPER/COPPER ROD – a standard unit of value used in Africa, based on the price of copper bars and rods, also called Calabar bars. The cost of trade goods in pounds was converted into a value in coppers and exchanged for slaves priced at the same coppers value.

COPPER BOTTOMED – a vessel having its hull sheathed in copper to prevent fouling by weed and worm infestation.

COPPER CRANE – meaning not found, cargo item carried by *Snow Fanny*, noted as a bundle of copper cranes and in the same consignment as a barrel of copperware.

CORD (of firewood) – an amount of wood 4 ft x 4ft x 8ft neatly stacked, with a volume of 128 cubic feet.

CORDAGE – cords or ropes, specifically in a ship's rigging.

CORDWOOD – smaller branches usually cut in 4 ft lengths and used for fuel and charcoal-making.

CORNED/CORN'D BEEF – salt-cured beef.

COUNTRY DAMAGE – damage to a commodity occurring in the country of origin.

COURSE – the direction in which a vessel is being steered.

COURSE[R]S – the lowest square sail on each mast: eg – *our Main Top Sail to the Mast & Coursers hauled up (Dreadnought f 44r 4th October); she hauled up her Coursers (Dreadnought f 45r 5th October).*

COWRIE – the shell of a variety of sea snail, used as a currency, particularly in the slave trade.

CRANAGE/CRANEAGE – the charge for using a crane; the use of a crane (for loading and unloading ships).

CRIMPAGE/CRIMP MONEY – the practise of crimping; the money paid to a crimp for procuring men for service as sailors or soldiers.

CROCUS – a coarse, loose weave fabric used for sacks; hessian.

CROUD (crowd), CROWD ON – to hoist as much sail as possible in an attempt to accelerate the speed of a vessel.

CROW – crowbar.

CROW STOCK AND IRON – precise meaning unclear, noted in the cooper's stores of *Ruby*.

IRON CROW – a crowbar.

CROWN GLASS – an early form of window glass, made by blowing the glass into a 'crown' or hollow globe and spinning it until it formed a flat disc.

CRUIZER (cruiser) – a type of warship, usually a frigate or sloop.

CRUPPER – a strap attached to the back of a saddle and looped under the horse's tail to prevent the saddle from slipping forward.

CUSHLAES – a fabric exported for the African trade; perhaps CUSHTAES, see below.

CUSHTAES – a medium to superior quality, blue and white striped Indian cotton.

CUTLASH (cutlass) – a short, broad sword with a straight or slightly curved blade.

BASKET CUTLASH (cutlass) – as above, with a basket-shaped guard that protects the hand.

CUTTER – a small vessel with a single mast, similar to a sloop but with the mast set further back, and having, usually, two foresails in front of the mast and one mainsail behind it. Designed for speed rather than capacity.

DAMASK – as carried by *Jason*, a rich, patterned silk fabric.

DAY'S WORK – the account of a vessel's course and distance made during twenty-four hours from noon to noon.

DEAD RECKONING – in navigation, calculating a ship's position by log and compass when observations are not possible.

DEAL – sawn softwood timber, usually fir or pine, cut to a certain dimension.

DEAL MERCHANT – one who traded in deals.

DEBENTURE – a certificate providing for a refund of customs duty on goods.

DEMURAGE/DEMURRAGE – an allowance given to the commander of a vessel by merchants for having delayed his departure.

DENNAGE/DENIDGE/DUNNAGE – brushwood, bark or any loose wood or matting laid in the bottom and against the sides of a ship's hold, around and beneath the cargo to keep it from being damaged by rubbing or seawater; the act of putting dennage in a ship's hold; also miscellaneous baggage and personal belongings brought on board ship.

DIAMOND PAVING – brick paviments with a moulded diamond pattern.

DOCKAGE – accommodation or berthing of ships in docks; the charge for use of a dock; the act of docking a ship.

DOCKING ALE – ale provided to those carrying out docking.

DOES HAIR – rabbit fur? Probably used in saddle pads, freight item listed with saddlery carried by *Druid* and *Snow Triton*.

DOLPHIN CHEESE – described by William Ellis in *Agriculture Improv'd or the Practise of Husbandry Displayed* (1745) as a cheese made in the Vale of Aylesbury and decorated with the impression of a dolphin, a practise which became popular with cheesemakers. Alternatively, a French cheese, named after the Dauphin of France.

DRAM GLASS – a glass of small capacity, often used for alcoholic spirits.

DRAWING KNIFE – a two-handled blade, pulled or drawn towards the user. Likely to be a flat draw knife, used to cut the convex curve on the exterior face of barrel staves; also used in carpentry to chamfer the edges of beams (cut away at a right-angle, to make a symmetrical sloping edge) and shape wooden pegs.

DROGUEING – the use of a drogue? A sort of parachute attached to the anchor to slow down a vessel.

DUBBIN – prepared grease used for softening and waterproofing leather.

DUCK – a strong linen or cotton cloth. Noted with sail and hammock cloth in the stores of *Ruby*.

DUTCH CAP – a type of men's knitted cap; alternatively, a women's cap, with triangular flaps over the ears.

DUTCH OVEN – a heavy, usually cast-iron, cooking pot with a tight-fitting lid.

DWT (abbreviation for pennyweight) – a weight measurement used for precious metals and gemstones.

DYEWOOD – varieties of wood which provide dyes for cloth and other purposes.

EAST INDIAMAN – a general term for a vessel chartered or licensed to sail for the East India Company.

ELECTRICAL MACHINE – a device for generating an electrical discharge (*OED* electrical 3).

ELEPHANTS' TEETH – ivory tusks.

ELL – a measure of length, 45 inches, 1½ yards

EMERY – corundite, a dark granular rock used to make abrasive powder, for polishing, smoothing or grinding.

ENGAGE – to become involved in a hostile encounter.

ENSIGN – a flag or standard, especially military or naval, indicating nationality.

ENTER ON BOARD – take up service on a vessel.

ENTRING (entering) – declaring in legal form goods or vessels coming into or leaving a port; the charge for entering goods and vessels.

ENTRY – as above; also, the form on which the goods or vessels are declared.

ENTRY BILL – see ENTRY.

ENTRY FEE – see ENTRY.

PRIME & POST ENTRY – the prime entry is the initial bill of entry on arrival at a port, giving a description of the goods and the supposed weight and measure, which must be at least $\frac{2}{3}$ of the actual weight and measure. After the goods are landed, weighed and measured, a post entry is then made giving the actual weight and measure of them. Duty is paid on the prime entry of the goods and also any additional weight and measure as shown in the post entry.

EPSOM SALTS – the popular name for magnesium sulphate, originally obtained from spa waters at Epsom, Surrey; used medicinally and cosmetically.

FALLING AXE – felling axe, designed especially for cutting down trees.

FATHOM – a unit of length used in reference to the depth of water, equal to 6 feet (1.83 m).

FIRKIN – a small wooden container, often used for butter, also liquids and other foodstuffs, holding about 8–9 beer gallons or 56 lbs.

FISH GIG – an implement for spearing fish, consisting of a long pole (or staff) with several barbed prongs and a line attached to one end. Weighted with a piece of lead at the other end to give additional force and to cause the prongs to turn upwards after spearing the fish.

FLACKET – a small keg.

FLAGGS – material for flagging, repairing leaks between the staves and headboards of barrels. Made from reeds, typically *Typha Latifolia* (bulrush, also known as Cooper's Reed), which swells up to seal gaps in the joints.

FLANNEL – a soft, light or medium weight wool or cotton fabric.

FLASKET – an oblong or oval tub for washing clothes.

FLATT – a flat and shallow vessel used in estuaries and rivers.

FLAX – a plant grown both for its fibres, which are used to make linen and sailcloth, and its seeds (linseed) from which linseed oil is extracted.

FLEMISH NAIL – see NAIL.

FLICK – see FLITCH.

FLINT – pieces of flint rock used to start fires and as an igniter in flintlock firearms.

FLINT GLASSWARE – glassware made of flint glass, a heavy brilliant glass originally made with flint, found in chalk deposits. Also known as crystal or lead crystal.

FLITCH, FLICK – a side of bacon.

FLOOD TIDE – the incoming or rising tide.

FLUXES – suffering from diarrhoea, or dysentery (usually referred to as 'bloody flux').

FLY VANE – a narrow strip of bunting (flag fabric) or thin pieces of cork with feathers attached, fastened to the mast-head or elsewhere on a ship to show the direction of the wind. See also VANE BUNTING.

FODGE – a small bundle.

FONTINIA WINE – a sweet French wine made at Frontignac.

FORE AND AFT – in, at or towards both the bow and the stern; lengthwise of a vessel from bow to stern; backwards and forwards.

FORE LOCK (forelock) – noted in the carpenter's stores of *Ruby* and listed with a variety items in the stores of *Snow Swift*; also listed in the gunner's store of *Ruby*. In shipbuilding, a flat, pointed wedge of iron which, together with a forelock bolt, made a commonly used fastening for securing major timbers.

In gunnery, pins which fasten the capsquares of a gun carriage (the iron bands that secure the barrel of the gun in recesses in the carriage).

FORECASTLE – a short deck in the fore-part of the ship above the upper deck.

FORMER – a small cylindrical piece of wood on which musket or pistol cartridge cases

were rolled and formed; also, a flat piece of wood with a hole in the centre used for making wads.

FORSETT (faucet) – a tap for inserting into a cask to release the liquid contained.

FOUNDER – to fill with water and sink.

FOX – a fastening formed by twisting several rope-yarns together and rubbing it smooth with hard tarred canvas. For binding two ropes together or to weave a paunch (panch) or mat, used to prevent the surfaces of yards or rigging being rubbed by adjacent objects.

SPANISH FOX – a fastening formed by untwisting a single rope-yarn, then twisting it back up in the opposite way. Used for binding small ropes together.

FREIGHT – the commercial transportation of goods; the goods carried; the charge for transporting goods; to load with goods for transportation. See also AVERAGE.

DEAD FREIGHTED – lacking goods to transport due to a shortage of crops etc; the payment of freight for the unoccupied cargo space in a vessel when part only of the intended cargo is put on board.

FRENCH NICE SOAP – soap from Nice, France. Much the same as Marseille soap, a hard soap made from vegetable oils, traditionally olive oil.

FRIGATE – a type of warship, carrying at least 28 guns on a single continuous deck.

FROCK – for men, a long coat or tunic; for women, a gown or dress.

FUSTIC/FUSTICK/FUSTIE – an American and West Indian wood, producing a yellow dye.

FUSTIE – see FUSTIC.

FUTTOCK HOOK – used to attach the upper ends of the futtock shrouds (part of the rigging which supports the mast) to the futtock plates (iron plates fastened to the top of the lower mast to secure the topmast rigging).

FUNNELL PIPE – for removing the smoke from a ship's cooking fire hearth or stove.

GALLIOT – a nearly flat-bottomed vessel for sailing in shallow waters, particularly used for coastal navigation in the North and Baltic seas.

GALLIPOT – a small glazed pot used by apothecaries for medicines etc.

GALLEY/GALLY – in this context, a 'galley-built' frigate, being a frigate with a continuous flush deck, running the length of the vessel without any break for a separate raised forecastle deck (forward) or a separate raised quarterdeck (rearward).

GALOWES (gallows) – a pair of strong wooden frames, with a concave beam across the top, used to store spare topmasts, yards, booms, boats etc.

GARF (gaff) – a spar used to extend the tops of fore-and-aft sails, those that are set lengthwise, not on the yards. *Observed our Garf to be gone Unbent the Spanker, employed fiting & woulding it* (*Levant* f 47v 26th March).

GASKET – a small length of cord or fabric used to take in or roll up a sail, or to hold a stowed sail in place.

GIMBLETT/GIMLET – small screw-tipped tool used for boring holes, listed in both carpenter's and gunner's stores.

GIRTH – a band attached to a saddle and fastened around the horse's belly to keep the saddle in place.

GLASS – in this context, a sand-filled glass receptacle used to time periods of varying length, such as half hour, two hour; also –

HALF MINUTE & QUARTER MINUTE – used to work out a vessel's speed, as measured by the log line (a device towed in the water behind the vessel).

HALF WATCH – used to time two hours or half a watch (a watch was four hours long).

GLAUBER SALTS (Glauber's salt) – the common name for a hydrous sodium sulphate mineral, discovered in spring waters by Johann Glauber; used in soda ash production, dyeing and medicinally.

GRAPLIN (grappling)/GRAPNEL – a small anchor with several claws used for anchoring a small vessel; often used as a grappling hook, to temporarily secure one end of a rope; also to grasp hold, as in wartime, to assist the boarding of an enemy vessel by catching in the rigging or other part of the vessel.

GRAPNEL – see GRAPLIN.

GRATING BAR – use unspecified, may be for making a framework in a fireplace to hold the fuel, or to form a grill for cooking. Alternatively, for making a latticework cover for a window or door. A grating might also be a cover to a hatchway on a vessel, but the grating bars carried by *Snow Triton* were part of a consignment of freight for Jamaica, and probably intended for use in sugar manufacture or domestically.

GROATS – see GRUTTS.

GROCE (gross) – twelve dozen, 144.

GROUTS – see GRUTTS.

GRUTTS, GROATS, GROUTS – coarse grain or meal.

GUDGEON – a socket-like fitting, with a pin or bolt called a pintle inserted, which is used as a pivot or hinge, typically in ship rudders.

GUINEA – a coin of the value of twenty one shillings (£1.05).

GUINEA SHEET – a sheet of brass or copper?

GUINEA STUFF – an early form of madras, a lightweight, brightly coloured cotton fabric, originating in the city of Madras in south India (now Chennai). Also used as a generic term for a range of Indian cotton fabrics exported for trade with the West African coast.

GUINEA STUFF, PAPERD – papered cotton fabric, consisting of sheets of paper and cloth pasted together, typically used to make bonnets.

GUN –

BOW CHASE GUN – a cannon mounted in the bow of a ship, aiming forward.

BUCCANEER – buccaneer gun: heavy, large bore, long-barrelled firearms.

CARRIAGE GUN – a cannon mounted on a wheeled frame, for manoeuvring and firing.

DANISH GUN, WITH WALNUT STOCK – a long-barrelled musket with the stock (the part held against the shoulder when firing) made of walnut wood. The Danish gun was a popular firearm for export to West Africa.

GREAT GUN – a cannon. Originally used to distinguish it from muskets, blunderbusses and other small guns.

GUN (cannon), sizes – the size of a gun is referred to in pounds, being the weight of the shot fired, as in the ten 3lb guns carried by *Snow Triton*. Usually alluded to as *pounders*, as the 6, 4 & 3 *pounders* carried by *Ruby*.

SWIVEL/SWIVIL – swivel gun: small, short-range, portable cannon mounted on a swivelling stand.

TRADING GUN – cheap, low quality, long-barrelled firearms made for the African trade.

HABERDASHERY – trimmings for clothing (eg buttons, ribbons, threads, lace) and small items used in sewing.

HAIR POWDER – for powdering the hair and wigs, the custom of the time.

HAIR TRUNK – a trunk covered in animal hide from which the hair has not been removed.

HALF COURED CHEESE – semi cured, semi matured. Cheese that has been aged for just a few months.

HALF RICE – likely to be the inferior quality of rice with broken kernels as a result of milling, rather than whole kernels; known as middlins, shorts or grits.

HALLIER – haulier.

HALLING – hauling. Commercial load carrying by road.

HALLING ALE – ale provided to those carrying out hauling.

HALLIDGE – the charge for hauling; the act of hauling.

HAND – a member of the crew below officer status.

HAND (a sail) – to furl it – wrap or roll it close up to a yard, stay or mast. See also *At 6pm handed the wind to the Southward (Levant f32r 13th November)* which may mean that the wind lessened in speed, or changed direction.

HAND VICE – a small clamp on a handle, designed for holding small objects, for use in the hand.

HANDSPIKE – a rod made of a strong wood, used as a lever, in similar fashion to a crow bar; also used in a winch such as a windlass or capstan for hauling up an anchor, hoisting sails, lifting spars and moving other heavy articles.

GUNNER'S HANDSPIKE – shorter and flatter than an ordinary handspike, with an iron clad tip, to make firm contact when adjusting the cannon.

HARBOUR MEAT – meaning unexplained, presumably fresh, unsalted meat for consumption while the vessel was in harbour. *Ruby* was supplied with 'harbour meat' for her 4th voyage to Nevis 1761 and again, in 1763, suppliers in Cork were requested to provide some (*Ruby f54r, f85r 12th November*).

HASER – see HAWSER.

HATCH RING – a ring attached to and used for raising hatches, the covers of hatchways, openings in the deck of a vessel.

HAUL – to pull, drag or heave something; eg *hauled our best Bower Anchor to the Southward (Dreadnought f36r 16th September)*: to change direction; to steer a vessel closer to the direction of the wind.

HAUL UP – to come to a halt.

HAULING WIND – pointing a vessel in the same direction as the wind, to maximise speed.

HAWSER – a large, thick rope or cable, used for mooring or towing a vessel.

HEAD – the forwardmost or uppermost part of a vessel; the top edge of a sail; the toilet on board a vessel.

HEAD – apparatus used in distilling. See also STILL.

HEAD MONEY – a bonus paid to the doctor on board a slave ship for each African kept alive and delivered to market.

HEARTH – a ship's fireplace, and galley generally.

HEAVE (1) – the up-and-down motion of the sea; also said of a vessel.

HEAVE (2) – to throw or cast anything overboard, also to drag, as in heaving up the anchor.

HEAVE/HOAVE TO (hove) – to reduce the motion of a vessel and bring to a halt by adjusting the sails in a certain way, so as to counteract each other; also LIE TO.

HEMP – a fibrous plant used to make rope, cordage and cloth.

HEN COOT (hen coop) – a cage or pen in which hens are kept.

HERRING, WHITE – unsmoked herring; RED – smoked herring.

HESSING (hessian) – a strong, coarse, woven fabric usually made from hemp or jute; often used for sacks, also for wrapping textiles.

HINGE –

DOVE TAIL HINGE – a hinge where the outer edges are wider than the hinging edges, resembling a dove's tail.

H HINGE – a hinge that has the shape of an H when open.

HOGSHEAD – a large wooden container for liquids and foodstuffs holding about 54 beer gallons or 63 wine gallons; also used for transporting general goods and specifically for sugar and tobacco.

HOLLOWING KNIFE – a rounded draw knife used to hollow the convex curve on the interior face of barrel staves.

HOLMES/HOLMS LIGHT – a lighthouse on the island of Flat Holm in the Bristol Channel A due was paid on passing vessels towards its maintenance.

HORSE POTT – strong coarse panniers for carrying heavy loads, such as sand or building materials, by pack horse.

HORSELOAD (of coal) – a large amount, the amount a horse could haul.

HOSPITAL MONEY – a payment towards the Seamen's Hospital Fund which provided assistance for Bristol merchant seamen and their families. Seamen paid in a monthly contribution from their wages, which provided pensions for the elderly or injured, and for the families of deceased seamen.

HOTWELL WATER – bottled mineral water from the Hotwell at Clifton, Bristol.

HOULD (hold) – the lower part of the interior of the hull of a vessel, used for storage, especially cargo.

HOY – a small coastal vessel. English hoys tended to be single-masted, Dutch hoys had two masts.

HUSBAND/SHIP'S HUSBAND – an agent on land representing the owners of a vessel who attends to its provisioning, repairing and general management.

IMPRESSED – see PRESSED.

INDIA GOODS – cotton fabrics produced in India.

INDIGO – a blue-coloured vegetable dye.

IRON BAR – see BARR.

IRON SQUARE – a tool used for marking and checking the accuracy of right angles.

JACK – a small flag; alternatively, a form of roasting spit.

JACK WEIGHT – many roasting jacks were powered by a descending weight, made of stone, iron or lead.

JAPANNED COPPER – copper with a japanned finish, imitating glossy lacquer, usually black in colour.

JAPANNED WARE – items with a japanned finish, imitating glossy lacquer, usually black in colour but can also be red, green and blue. It was first used on furniture but later much used on small papier mâché and tin-ware items.

JOINTER AND IRON – a type of woodworking plane, together with its blade. A very large, floor standing plane, with legs at one end.

JUNK – old cable or rope, alternatively salted meat or fish.

JURY – makeshift repairs to a vessel, made with only the tools and materials to hand. *Dreadnought* gave chase to three vessels, one of which was observed to have *Jury Masts & Bowsprit, . . . carried away all smack smooth by the Gale* (*Dreadnought* f 22r 30th July).

KEG – a small barrel.

KENDALL COTTON – a woollen fabric with a raised nap, making it resemble cotton, made in Kendal, Cumberland.

KERCHIEF – a cloth used to cover the head.

KETTLE – a straight sided, open metal pot, often used to boil food; provided to make fires in on board *Snow Africa*.

KEYWARDEN – see QUAYWARDEN.

KEYWARDEN'S DUES – payment made to the Keywarden.

KILDERKIN/KINDERKIN – a small wooden container for liquids and foodstuffs holding about 18 beer gallons or 16 wine gallons or 112 lbs; also used for transporting general goods.

KING SHIP – a Navy vessel.

KING'S BEAM – the weighing beam at a Custom House, used for weighing goods when assessing the payment of duty: eg *you are then to sign Bills of Loading for the same at Six Shillings Sterling per Cwt at the Kings Beam (Ruby f 17r)*.

KING'S BOATMEN – boatmen of the customs service.

KITCHEN RACK AND DOGS – rack: an iron bar or set of bars used to hold a roasting spit; dogs: fire-dogs, used in pairs to support firewood over a hearth.

KITT – a circular wooden vessel, sometimes lidded, for holding milk, butter, fish etc, also for washing clothes.

KITTAREEN – a one-horse carriage.

KITTAREEN CROP – short flexible whip for use with a kittareen.

KNOT – the speed of a vessel in nautical miles per hour. Originating from the use of a log (or log line) to measure a vessel's speed – a device which was towed in the water behind the vessel on a knotted rope. The speed at which the knots went overboard was noted.

LADLE – a container for carrying the powder to the gun.

LAMPBLACK – a black pigment made from soot.

LANCETT (lancet) – a cutting instrument with a double-edged blade.

LANCEWOOD – a heavy, straight-grained wood from the West Indies and the Guianas, formerly used for the shafts of carriages, whip handles, fishing rods and other purposes.

LAND WIND – a coastal breeze, blowing from the land towards the sea, especially at night.

LANDING – the unloading of goods from a vessel; the charge made for landing.

LANDSMAN – a man with less than a year's experience at sea.

LANDSURVEYOR – a customs officer in charge of the landwaiters (see below).

LANDWAITER – a customs officer on the quay who supervised the landing (unloading) of goods, and loading, examining and taking an account of them.

LANTERN -

DARK LANTERN – a lantern with a sliding shutter, enabling the light to be shut off without extinguishing it, and to have the light source available for sudden use when required.

DORMER LANTERN – a lantern with a top resembling a roof dormer.

POOP LANTERN – a lantern carried at the stern of a vessel, to act as a signal at night.

LANTHORNE – a lantern.

LANYARD STUFF – light twine to make lanyards, short ropes used for fastening something or securing rigging.

LARBOARD – the left side of a vessel facing forwards. Over time this term was replaced with 'port'.

LATITUDE – see Introduction.

LEAD – a means of sounding (measuring) water depth at sea using a lead weight attached to a line, which is marked at certain distances to measure the depth of the water in fathoms.

DEEP SEA LEAD AND LINE – a large, heavy lead, attached to a long line for measuring deeper waters.

HAND LEAD AND LINE – a small lead, attached to a line for use in shallower waters as when approaching land and in rivers and harbours.

LEAGUE – a unit of length. At sea a league is three nautical miles.

LEE –

LEE SHORE – the shore onto which the wind blows.

LEE SIDE – the side of a vessel towards the leeward, and sheltered from the wind.

LEEWARD – the direction towards which the wind is blowing; downwind; sheltered from the wind.

UNDER HER LEE – when a vessel that was on the windward side of another comes under her stern, so giving her the wind.

LEIGHTER (lighter) – a type of flat-bottomed barge used to transfer goods and passengers to and from moored vessels.

LEIGHTERAGE (lighterage) – the transference of goods by a lighter; the charge for using a lighter.

LETTER OF MARQUE – a licence permitting a privateer to attack the ships of a named enemy. Merchant ships were also armed and carried letters of marque, to defend themselves and be able to take advantage of any chance prize. Also a vessel holding a letter of marque.

LIE TO – to have just enough sail set to steady a vessel in rough weather; also HEAVE/HOVE to.

LIGHTS BILL – a due on passing vessels towards the maintenance of navigation lights and lighthouses.

LIGHTS MONEY – see LIGHTS BILL.

LIGNUM VITAE – a hard, dense wood used in shipbuilding and also medicinally.

LIME – a solid white substance obtained by heating limestone or chalk and used for making mortar, plaster, and in a number of industrial processes including the preparation of skins and hides for tanning, soap making and sugar production; may also be referred to as, unslaked lime or quicklime.

BUILDING LIME – lime used for making mortar and plaster.

SLACK'T/SLAIT (slaked) LIME – lime to which water has been added.

STONE LIME – lime made from limestone, rather than from chalk.

UNSLATE (unslaked) LIME – lime without water being added to it.

WHITE LIMEING – using a mixture of lime or chalk and water to paint walls, ceilings etc white.

LING – a type of fish.

LINSEED OIL – an oil extracted from the seeds of flax plants, various uses including paint and varnish, and to waterproof cloth (oilcloth).

LOG/LOG LINE – a device used to measure a vessel's speed. It was towed in the water behind the vessel on a knotted rope and the speed at which the knots went overboard was noted.

LOGBOOK – a record of the management, operation and navigation of a vessel, filled in at least daily. The term originally referred to a book for recording readings from the log (log line).

LOGGER HEAD (loggerhead) – a knob of iron attached to a long handle which, when heated, was used to melt pitch or tar for caulking, and for driving the caulking into seams.

LOGWOOD – used to produce blue, purple and black dyes. Also known as campeachy wood.

LONG BOAT – a type of ship's boat, usually the largest, carried on board a sailing ship.

LONGITUDE – see Introduction.

LUMBER – partly prepared timber, sawn into beams, planks, boards etc; furniture or other household items.

MAHOGANY – a tropical hardwood.

MALOSSES – see MOLASSES.

MAN OF WAR – a Navy warship.

MANCHESTER GOODS – cotton goods produced in Manchester.

MANELAE – see MANILLA.

MANIFEST – a document listing the cargo, passengers and crew of a vessel, for the use of customs officers.

MANIFEST ACT – popular name for the Export act of 1786, calling for exact declaration of each item of freight on pain of Customs seizure

MANILLA – a bracelet-shaped object, made mostly of copper, bronze or brass, and used as an African currency. They also had a decorative and ritualistic function, and were an indication of wealth and status. Manillas carried by *Snow Africa* included neck, leg, hand and bright (polished) varieties.

MANILLOE – see MANILLA.

MARGARETHA – a type of bead.

MARKING IRON – a branding iron.

MARLIN (marline) – a thin cord or twine used in marine ropework.

MARLIN SPIKE – a tool used on marine ropework.

MARLING – see MARLIN.

MAST – the vertical timbers on a vessel that carry the sails. The basic configuration of a three-masted vessel is a fore mast, standing before the main mast and next in size to it; a main mast, the central of the three masts and the largest, and a mizzen mast, standing between the main mast and the stern, the smallest of the three, and not included in a two-masted vessel.

These masts consist of three sections – lower sections: fore mast, main mast, mizzen mast; middle sections: fore topmast, main topmast, mizzen topmast; upper sections: fore topgallant mast, main topgallant mast, mizzen topgallant mast. In addition, there may be a small royal mast at the head of the topgallant mast.

MAST, to the – e g *with the Main top Sail to the Mast (Levant p5 12th August)* and *brought her Mizzen Top Sail to the Mast (Dreadnought f 29r 7th August)*: meaning unclear.

MATCHEAT (matchete) – a broad, heavy knife.

MAUL – a heavy wood or iron hammer, primarily used to drive in large bolts.

TOP MAUL – a heavy iron hammer, with a loop at the end of the handle, enabling it to be attached to a mast-head. Used, mainly, for driving the fid (a wooden or iron bar that fixes an upper mast in place) in or out of the top-mast whenever the mast is raised or lowered.

MAYOR'S DUES – a local tax on shipping, used to fund the office of mayor.

MAYOR'S FEE – see MAYOR'S DUES.

MEDITERRANEAN PASS [many variations on Mediterranean] – a document which identified a vessel as being protected under a treaty with the Barbary Coast region of north Africa.

MELLEGETTA (Meleguetta) – also known as Grains of Paradise, Guinea grains,

Guinea pepper. The fragrant seeds of a plant related to cardamom, used in cooking and also as a remedy for flatulence.

MERCHANT MAN – a trading ship, merchant ship.

MERIDIAN – an imaginary circle that runs through the North and South Poles, connecting points of equal longitude and measure in degrees east or west of the Prime Meridian at Greenwich, which is now designated as 0° longitude. See *Navigation* in Introduction.

MESS/MESS, to – a particular group of the officers or crew of a vessel who eat and associate together/to eat and associate with a particular group.

MESS BEEF – best quality salted beef, also MESS PORK.

MIDDLE PASSAGE – the section of the slave trade route between Africa and the West Indies.

MIDDLEHEAD – a type of container, maybe a variety of barrel, in this context for holding cheese.

MILFORD LIGHTS – navigation lights at St Ann's Head, Milford Haven. A due was paid on passing vessels towards their maintenance.

MILL CASE – meaning not found, freight item carried by *Druid*, *Ruby* and *Snow Triton*, in consignments of mixed goods.

MILL WEDGE – meaning not found, freight item carried by *Snow Triton*. Noted as being in 2 casks, and in the same consignment as hoes and crowbars.

MILL'D CAP – a cap, probably made of milled (felted) woollen fabric.

MOIETY – a half share.

MOLASSES/MALOSSES – a thick, dark brown syrup resulting from sugar processing; used in rum making.

MOLE – a large structure (usually of stone) used as a pier, breakwater or causeway.

MOORING JUNK – the piece of rope connecting a vessel to the mooring.

MOSES/MOZES BOAT – a flat-bottomed boat used in the West Indian trade to handle casks of sugar.

MOUNTAIN – a variety of wine made in Malaga, Spain.

MOUTH & PLATE – meaning not found, freight item carried by *Snow Triton*. Possibly to do with glazing, 12 mouths and plates are noted in the same consignment as boxes of window glass.

MULE PAD – saddle pad for mules.

MURR – guillemot.

MUSKET/MUSQUET – a long-barrelled firearm.

BONNY MUSKET – a cheap, low quality, long-barrelled firearm made for the African trade (Bonny being the name of a W African region).

BRIGHT MUSKET – a long-barrelled firearm with a polished barrel.

SHAM DANISH MUSQUET – English made copy of the Danish export musket, a long-barrelled firearm.

MUSKET/MUSKITT PAPER – used for making cartridges for muskets, containing the shot and gunpowder.

MUSKETOON – a shorter-barrelled version of the musket firearm.

MUSKITT PAPER – see MUSKET PAPER.

MUSQUET – see MUSKET.

MUSTER ROLL – an official list of officers and men in a ship's company.

NAIL – nail sizes were often described by the 'penny system' (abbreviated to 'd', for *denarius*, Latin for penny). The penny number referred to the cost of 100 nails of a certain size – 100 4d (4 penny) nails cost 4 pence, 100 larger 10d (10 penny) nails cost 10 pence.

Alternatively, nail sizes were described by weight, along with the price paid to produce a thousand nails of that size: example in *Ruby* carpenter's stores *20 pound 5/- and 3/4 nails*, being 20lbs weight of 1,000 nails of the size that cost 5s to produce a thousand, and nails of the size that cost 3s 4d to produce a thousand.

CAFFORD NAIL – definition not found, noted in *Ruby* carpenter's stores.

FLEMISH NAIL – needles or pins made in Flanders, or of the Flemish style.

PUMP NAIL – a large-headed nail used on the leather parts of pump workings.

ROSE NAIL – a decorative nail with a head cut into triangular facets, made of brass or similar alloy.

SCUPPER NAIL – a short nail with a broad flat head, used primarily to secure the flaps of the scuppers (a gutter or channel around the decks of a vessel with openings allowing water to drain off) and for other general purposes.

SPIKE – a strong, thick long nail, generally used to fasten heavy pieces of timber.

SPRIG NAIL – a small thin nail with a small head; also, a nail for glazing, to hold a pane of glass (noted in *Ruby* carpenter's stores).

TYRE NAIL – a large-headed nail used to attach a metal tyre to a wooden cartwheel.

WOULDING (woolding) NAIL – a nail used to fasten a repair or support to a mast, made by woolding – lashing it together by winding rope or chain around it.

NAP – a cheap woollen fabric, similar to flannel.

NAVIGATION ACTS – laws dating from the 17th century, providing that exports from and imports to British colonies could only be carried in British owned vessels.

NEAT (net) – the value of a commodity after deductions; also, the weight of a commodity after deductions such as the weight of a container and of waste.

NEATS/NEATS FOOT OIL – an oil rendered from the bones of cattle and used for conditioning and softening leather. Also used medicinally for skin conditions.

NEGANNIPAUTS (negapauts) – a medium quality, striped, Indian cotton.

NEGRO HAT – hat edged with gold or silver braid, a luxury item used to display the wealth and social standing of the most powerful African traders.

NEGRO PIPE – short-stemmed clay tobacco pipes, for the use of plantation slaves; also used on board slave ships and as trade goods.

NEPTUNE – a large shallow brass dish.

NEST OF TRUNKS – a set of three or four trunks of decreasing size, made to sit one inside another.

NICCANEES – a coarse to medium quality, striped Indian cotton.

NICORAGUA WOOD – a red dyewood.

NUN BUOY – a buoy shaped rather like a double cone, being large in the middle and tapering to each end.

OACKUM/OAKUM – loose fibre obtained by untwisting old rope, used in shipbuilding for packing the joints of timbers in wooden vessels.

OAT HULL – the outer shell of oat grain, separated after milling; used here as a packing material, various other uses.

OLIVATOE – a kind of mock pearl bead made for the African trade.

ORGAN – see BARRELL ORGAN.

OVERHAUL – when one vessel gains fast on another in a chase; when encountering a strange vessel and examining her papers; to check thoroughly and make necessary repairs.

OX BOW – U-shaped piece of wood fitted around the necks of oxen to attach them to a bow yoke, for drawing a plough or wagon.

OZNABRIGS/OZNABURGS – a coarse, heavy linen usually made in Osnabruck.

PACKET (paquett) – a small vessel used to carry mail, passengers and freight.

PALM – a hard leather shield worn to protect the hand when pushing needles through sails or ropes.

PANEKEY (pannikin) – a small pan or drinking vessel of earthenware or metal; the contents of such a vessel, a drink.

PANTILE – a type of clay roof tile, alternatively a square clay paving tile.

PAPER STUFF – historically, the term stuff had a variety of usages, mainly relating to textiles. In a maritime context, as well being used for small rope or twine, stuff might also refer to any composition used to smear or daub the sides or bottom of a vessel, as when sheathing or, at a later date, copper bottoming, where soft stuff (comprising hair, yarn and tarred paper) was applied to the hull before sheathing boards or copper plates were applied. It may be that the *paper stuff* on board *Ruby* was for this purpose, as *sheathing paper* (*qv*) was listed in her fitting-out expenses.

PAQUETT – see PACKET.

PATENT DUES – payments collected by a patent officer (a customs official holding one of certain posts in the customs service that were held by Letters Patent from the Crown) or his deputies. Payments might have to be paid to several different officials before goods were cleared through customs.

PATENT FEES – see PATENT DUES.

PAUPUS – porpoise.

PEARL BARLEY – barley rubbed into small round grains.

PEASE – dried peas.

PEASE PUDDING – a savoury pudding, or meal accompaniment, made from dried peas.

PEASE SOAP – dried pea soup.

PENDANT – alternatively ‘pennant’ -a long narrow banner, triangular or tapering in shape, and often finishing in two points.

PENNISTONES – a coarse woollen fabric from Penistone, Yorkshire.

PERRY – an alcoholic drink made from fermented pears.

PHOTAES/PHOTEES – a coarse or medium quality dyed Indian cotton.

MANCHESTER PHOTAES – a cotton fabric (originally Indian in origin) produced in Manchester for export to West Africa.

PHOTEES – see PHOTAES.

PIEMENTO – a pepper.

PIG LEAD – unrefined lead cast in blocks, called ‘pigs’.

PILOT – land-based expert paid to assist vessels in coastal or river passage. Vessels sailing to and from Bristol would use several pilots to navigate the river Avon, Severn estuary and Bristol Channel.

CHANNEL PILOT – used for navigation in the Bristol Channel. Payments are recorded in *Ruby* for the use of a pilot both up Channel and down Channel (*Ruby* f 7v 20th Sept, f 35r, f 54v).

COMB/COMBE PILOT (and other variant spellings) – based at Ilfracombe, north Devon.

LUNDY PILOT – used for navigating around Lundy, an island in the Bristol Channel, off the north Devon coast.

PILL PILOT – based at the village of Pill on the south bank of the river Avon.

RIVER PILOT – used for navigating the river Avon.

PILOTAGE – the charge for using a pilot; the use of a pilot.

PINK – a small, narrow-sterned vessel, generally square rigged and with a large cargo capacity.

PINTLE – a pin or bolt, usually inserted into a socket-like fitting called a gudgeon, which is used as a pivot or hinge, typically in ship rudders.

PIPE – a large wooden container usually used for wine, holding about 108 beer gallons or 126 wine gallons, the capacity for imported wines may differ depending on country of origin. Also known as a butt.

PIPE HOOP – hoops for making pipes (a large wooden container).

PIPE WITH HEEL – a tobacco pipe with a ‘heel’, a flat-based projection underneath the base of the pipe bowl, for standing it on.

PISTOLE – a Spanish gold coin worth two escudo or 32 reales. Also known as a dubloon.

PIT SAW – a long two-handled saw, used by two men, one standing above the timber to be cut and the other in a pit below it.

PITCH – a sticky substance used to waterproof wooden containers, to seal the seams of wooden sailing vessels and also to make torches. Similar to tar but of a more solid consistency.

PLANE –

BEAD PLANE – used for making the tongue, the thin, deep ridge in a tongue and groove joint, to match the groove made with a rabbet plane, when fitting ship planking; also used to cut a rounded shape into a square edge, as a protection against the wood splitting.

JACK PLANE – a general-purpose plane, usually the first plane used for preparing rough timber.

RABBIT (rabbet, rebate) PLANE – used in cutting rabbets, grooves made in a piece of timber in such a way that the edges of another piece could be fitted into it to make a tight joint, as when fitting ship planking.

SMOOTHING PLANE – typically the last plane used on a piece of wood, to finish it with a smooth surface.

Also see **JOINTER AND IRON**.

PLANTATION CERTIFICATE – certification of a vessel having been built in England (later Britain), its colonies or plantations, and that the goods carried were of plantation or colonial growth, produce or origin. This was necessary as foreign-built vessels were excluded from some trades.

PLY – to beat, tack or work a vessel to windward.

POINT – a short, flat piece of plaited cordage or soft rope used in reefing – reducing the area of a sail, and securing it.

POOD – a unit of mass equal to 36.11 lbs (Russian).

PORT – the left side of a vessel facing forwards, previously **LARBOARD**.

PORT RING – meaning not found, noted in the carpenter’s stores of *Ruby*.

PORTAGE – see **PORTLIDGE**.

PORTERAGE – the act of portering goods; the charge for portering.

PORTLEDGE/PORTLIDGE – a seaman’s wages.

POST ENTRY – see **ENTRY**.

POWDER BROWN – likely to be Spanish Brown, a pigment.

PRESS GANG – a detachment of men used to force others into service in the navy.

PRESSED/IMPRESSED – to be forcibly enlisted into service in the navy by a press gang.

PRIMAGE – a customary allowance formerly made by the shipper to the master and crew of a vessel for the loading and care of the cargo. See also **AVERAGE**.

PRIME ENTRY – see ENTRY.

PRIMEING (priming) WIRE – used to pierce the cartridge containing the shot and gunpowder when making a gun ready for firing.

PRIVATEER – an armed ship licensed by letter of marque to attack enemy vessels during times of war and capture them as prizes.

PRIVILEGE – a benefit given to the ship's captain, usually this was permission for him to transport a certain amount of cargo free of freight costs.

PRIVILEGE SLAVE – the captain and officers of slaving ships were allowed to buy a certain number of slaves and receive the money from the sale of them.

PRIZE – a captured enemy ship.

PRIZE CREW – crew members of the capturing ship, assigned to man the prize.

PRIZE GOODS – goods taken at sea from an enemy.

PRIZE MASTER – the officer in charge of sailing a prize into port.

PRIZE MONEY – the allotment of money realised from the sale of a prize (both ship and cargo, if the prize was a merchant ship) and distributed among the captors.

PRIZE TAKING – the act of capturing a prize.

PROTECTION – a certificate exempting the crew (or a named man, or a given number of men from a named ship) from impressment by the Navy.

PROTEST – a formal statement or action of disapproval or dissent.

PUMP -

PUMP BOLT – saucer-headed bolts used to attach the brake (handle) to the spear (vertical metal rod to which the upper box of the pump is attached).

PUMP BOX – the chamber of a pump in which a piston operates. Ships' bilge pumps had upper and lower boxes.

PUMP BRAKE – the handle or lever of a pump.

PUMP HAMMER – meaning not found, noted in the carpenter's and boatswain's stores of *Ruby*, and with a variety of items in the stores of *Snow Swift*.

PUMP LEATHER – can refer either to a piece of leather, used to make washers/valves and elsewhere in pump mechanisms, or to a leather washer/valve itself.

PUMP NAIL – see NAIL.

PUMP SPEAR – the vertical metal rod to which the upper box of the pump is attached. The brake (pump handle or lever) is attached to the upper end of the spear.

PUMP TACK – a small iron or copper tack used on the leather parts of pump workings.

PUNCHEON – a large wooden container used for liquids, often rum, and foodstuffs holding about 68 beer gallons or 84 wine gallons, also used for transporting general goods.

PUNT – a flat-bottomed boat with a square-cut bow, used for transporting goods in small rivers and shallow waters.

PURPETS – perpetuana, a strong woollen fabric.

PURSER – one responsible for a vessel's stores and supplies, also for the accounts and money handling.

PURSERAGE – the charge for using a purser; the use of a purser.

PURSHERSHIP – the act of being a purser.

QUART BOTTLE – a bottle containing a certain number of quarts, in this case 10 quarts or 2½ gallons.

QUARTER – the portion of a vessel between the widest point (the beam) and the stern.

LEE QUARTER – that quarter of a vessel on her lee side, towards leeward.

WEATHER QUARTER – that quarter of a vessel facing the wind.

QUARTER CASK – a small wooden container holding 9–11 gallons.

QUARTER DECK – the part of the upper deck that is towards the stern, beyond the main mast.

QUARTER MASTER – one responsible for steering a vessel and for signals.

QUARTERS (1) – the stations where the officers and crew of a ship of war assemble for ceremony, drill, or for battle.

QUARTERS (2) – from all four main points of the compass, all around; eg *Thunder & Lightning in all Quarters*. (*Lloyd p 70* 6th July).

QUARTON – a Spanish term for a medium-sized wooden wine container holding 31½ gallons.

QUAYWARDEN – an official responsible for enforcing harbour regulations and for all operations around the Quay and St Augustine's Back, Bristol.

See also WATER BAILIFF.

QUIRE – a measure of paper of 24 or 25 sheets.

QUOIN – see COIN.

RAG TOBACCO – tobacco leaf, cut into strips.

RAG STONE – listed in the cooper's stores of *Ruby*, may be a sort of whetstone, used to sharpen tools.

RAKE FORE AND AFT – to bombard a vessel with cannon-fire running the length of the decks.

RAM – to pack casks with a commodity, eg coal, lime.

RAMMER – see RAMROD.

RAMROD – a round piece of wood, fastened to a long pole, used to drive home the gunpowder and shot.

RATLING (ratline) – a thin cord or twine used in marine ropework.

RED LEAD – a pigment.

REEF/REEFT – a certain portion of a sail between the top or bottom and a parallel row of eyelet holes, the top sails generally had three reefs.

REEF – to reduce the sail area as a precaution in rough weather, allowing a partial sail to be carried in strong winds. Part of the sail is folded or rolled up and secured with the reef points, lengths of rope attached to a sail or passed through eyelet holes.

REGISTER (certificate of registry) – a certified declaration of a vessel being British and qualified to engage in the trade permitted to British-registered vessels by the Navigation Acts.

REIS – plural of real, unit of Portuguese currency. Large sums were expressed as 'mil-reis' ie 1000 reis.

RICE – used as a currency in South Carolina and elsewhere.

RICE LICENCE – a licence permitting the loading and carrying of rice. Prior to 1731, as an enumerated commodity, rice was required to be landed at a British port before being re-exported to European markets, but pressure from the rice merchants persuaded Parliament to permit the direct export of rice to ports south of Cape Finisterre in Spain, leading to the direct trade of rice between South Carolina and the Iberian Peninsula.

RICE SCREEN – a sort of riddle, for removing foreign material such as straw, soil and weed seeds from rice.

RIGGER – one who maintains a vessel's rigging.

RIGGING – the sails, masts, booms, yards, stays and lines of a sailing vessel; also may be used for the cords or ropes of a vessel's rigging.

ROD – see COPPER.

ROLL – a measure of cloth of varying length.

ROMALLS – a type of kerchief or handkerchief (a square of fabric) about 1 yard square or smaller, medium to fine quality, made of cotton, silk or a mixture, striped, checked, printed or embroidered. *Snow Africa* carried different named varieties.

LUNGEE ROMALLS – handkerchiefs printed in multiples on a single, long length of fabric that were cut into individual handkerchiefs and hemmed when they reached their destination.

METCHLAPATHAM ROMALLS – from Machilipatnam in southern India. Those carried by *Snow Africa* consisted of two long lengths of fabric, each printed with 16 handkerchiefs – see lungée romalls above.

PULLICAT ROMALLS – from Pulicat in southern India.

SOOT ROMALLS – made from patterned blue or red cotton fabric.

ROPE BAND – plaited cordage, used to fasten the upper edges of sails to their yards (a spar on a mast from which sails are set).

ROSE NAIL – see NAIL.

ROSIN – the solid residue after distillation of spirits of turpentine from its crude state. Various uses including for sealing bungs and corks etc, varnish, soap, glue, in ointments and medicinally.

RUDDER IRONS, set of – consisting of a pintle and gudgeon, enabling the rudder to pivot. See GUDGEON, PINTLE.

RUFF SKIN – rough? Untanned skin?

RUMMAGE – the search by customs officers for smuggled goods.

RUN – to desert, may be noted in portledge bills by an 'R' against a man's name.

RUN – wages paid by the run, a one-way trip, usually back to England.

RUN MONEY – wages for a 'run', rather than a monthly wage.

RUN OUT (guns) – to heave the gun carriage up to the side of the vessel, with the barrel protruding out of the gun port; eg *we had got our Guns run out to fire into her* (*Dreadnought f 19v* 22nd July).

RUNDLET/RUNLET – a small wooden container used for liquids and foodstuffs holding up to about 18 wine gallons, also used for transporting general goods. 6-gallon and 10-gallon rundlets also occur in the accounts of *Nevis Planter* and *Sally*.

RUNNER – a man who signed on to serve in a vessel for a 'run' (a one-way trip, usually back to England) rather than for a monthly wage.

SAD IRON – a solid heavy flat iron.

SAIL-

LOOSE SAILS – to unfurl the and allow them to hang loose to dry; the action prior to making sail.

MAKE SAIL – increasing the amount of sail to increase the speed of the vessel; to start a voyage, to make progress.

PRESS OF SAIL – as much sail as the wind conditions will allow.

SET SAIL – to hoist sails to begin sailing; to begin sailing.

SHORTEN SAIL – to reduce or take in part of the sails.

STRIKE SAIL – to lower the sails in preparation for dropping anchor, to salute or signal submission, or in sudden gusts of wind; also, *We struck our Fore and Main Top Gallant Yards & Masts – expected a Gale of Wind* (*Dreadnought f 45v* 5th October).

TAKE IN SAIL – to reduce the area of sail set; to lower sails.

SAIL RIG – see Figs 1 and 2.

SPRIT SAIL – a sail attached to a yard hung under the bowsprit.

STEERING SAIL – definition not found.

STUDDEN SAIL – see STUDDING SAIL in Figs 1 and 2.

SAILOR – See SEAMAN

SAILORS' AGREEMENTS/ARTICLES – Articles of Agreement setting out the terms and conditions of a voyage.

SAINE (seine) – nets used for seine or dragnet fishing; the net hangs vertically in the water with its bottom edge held down by weights and its top edge buoyed by floats.

Also SAYNE TWINE – twine for sayne (seine) nets.

SEINE NOTT (net).

SALLET OYL – salad oil.

SAND PAN – meaning not found, freight item carried by *Ruby*, possibly sugar making equipment. Noted in the same consignment in the freight list as a sugar copper, and as having a capacity of 85 gallons. May be the same as the sugar pans carried in the freight onboard *Snow Triton*.

SASHES – Sash windows: a window made of movable panels (sashes) that form a frame to hold panes of glass.

SATTIN SASH – a band of satin fabric, to be worn as a belt around the waist.

SAW –

CROSS CUT (crosscut) SAW – a saw for cutting wood across the wood grain.

CUTT SAW FILE – a file for sharpening *cutt saws* (meaning unclear).

HAND SAW FILE – a file for sharpening hand saws, the smallest of shipwrights' saws, and used with one hand.

HAND SAW SETT – a tool for sharpening the blades of hand saws, and for adjusting the set, or distance the saw tooth is bent away from the saw blade.

SAYNE – see SAINE.

SCAIN (skein) – a length of cord or yarn. *Ruby's* stores contained skeins of match, a fuse for firing cannon and firearms.

SCHOONER – a vessel, often two-masted, with fore-and-aft rigged sails.

SCOURING ROD – a tool for cleaning the inside of musket barrels.

SCRAVELAE (scrivillo) – small, cheaper, ivory tusks.

SCREW – a type of clamp, adjusted by a screw.

DOUBLE SCREW – with two screws for adjustment.

HAND SCREW – a clamp that can be tightened by hand, without the aid of a tool.

SCREWVELE – see SCRAVELAE.

SCUMMER – a skimmer, a perforated scoop or spoon used for skimming the surface of a liquid. Noted in the cook's stores onboard *Ruby*.

SCUPPER(S) – a gutter or channel around the deck of a vessel, leading to an opening (scupper hole) that allows water to drain off the deck; also a hose of leather or canvas, attached to the mouth of the scuppers, on the outside of the vessel, to prevent water from entering; also a plug to stop up a scupper.

SCUPPER NAIL – see NAIL.

SCURVY – a disease caused by lack of vitamin C.

SCYTHE STONE – a sharpening stone for scythes.

SEAMAN/SAILOR – Member of the crew below officer but above boy.

ABLE SEAMAN – a man with more than two years' experience at sea.

ORDINARY/ORNARY SEAMAN – a man with between one and two years' experience at sea.

SEAMAN – $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, $\frac{2}{3}$, part – a man with more than a year's experience at sea but yet to achieve the rank of seaman/ordinary seaman; and paid proportionately.

SEAN – see SAINÉ.

SEARCHER – a customs officer who examines the goods being imported or exported and the associated paperwork.

SEIZURE – the confiscation of goods or vessels by customs officers.

SELESIAS – see SILESIA.

SERCHER – see SEARCHER.

SET – the direction of a tidal current or stream.

SHACKLE – a manacle or fetter, joined by a chain, and typically fastened around the hands or ankles as a means of restraint. These were listed in the stores of *Snow Swift*, a slave ship.

SHALLOP – a small, light sailing boat.

SHANK (meat provisions) – a cut of meat from the leg of an animal.

SHEAR POLES – sheer legs, a two-legged lifting device for hoisting masts and other substantial rigging parts.

SHEATHING PAPER – tarred paper used in sheathing, a covering to protect the hulls of vessels against damage from shipworm and barnacles, as noted in *Ruby* fitting-out expenses; also used in roof building, for which that noted as a freight item in *Druid* may have been intended.

SHEEP SKIN – used as a gunnery sponge, for scouring out the gun after firing and before charging with fresh gunpowder.

SHIFF BOAT – see SKIFF.

SHIP BEER – possibly similar to small beer, containing very little alcohol.

SHIP CHANDLER – see CHANDLER.

SHIP KEEPER – a watchman in charge of a ship in the absence of officers and crew.

SHIP WATER – to take in water over the bow or sides of vessel.

SHIPPING – to transport goods etc; to put a person or goods etc aboard a ship; the charge made for shipping.

SHIP'S BREAD – a hard, simple biscuit made from flour, water, and sometimes salt.

SHIP'S COMPANY – the crew of a ship including the officers.

SHIP'S HUSBAND – an agent on land representing the owners of a ship who attends to its provisioning, repairing and general management; often the senior partner acting for all.

SHIPT/SHIPPED – see SHIPPING.

SHIVER – to shake, often in reference to sails, when sailing too close to the wind eg in an encounter with another vessel - *took Nothing but our Main Boom, & shivered it all to Pieces (Dreadnought f 50r 17th October)*.

SHORE LINE – a line for fishing from beaches, rock jetties etc.

SHORT FORMER – see CHISEL.

SHOT – lead balls or pellets, a type of ammunition.

GOOSE SHOT – shot of a certain size.

SWAN SHOT – small shot, made by the original drop shot method.

SILESIA – a fine-textured lawn (linen or cotton fabric), also a thin, coarser variety much used for the linings and pockets of clothing, made in Silesia.

SINK HOOP/SINK WEDGE – meaning not found, freight item carried by *Snow Triton*. Noted as being together in one cask, in a consignment of mixed goods.

SKAIN – see SCAIN.

SKREET – a type of long scoop used to wet the decks and sides of a vessel in hot weather, to prevent the wood splitting in the heat of the sun.

SKEIN – see SCAIN.

SKIDS – a wooden framework attached to the side of a vessel to prevent damage, as when unloading.

SKIFF/SHIFF – a small ship's boat, carried on board a sailing ship. Used on rivers or along the coast, with a one-person or small crew.

SLIDE RULE – a device for working out simple mathematical calculations.

SLOOP – a small vessel with a single mast, typically having one foresail in front of the mast and one mainsail behind it, a fore-and-aft rig.

SLOOP OF WAR – a Royal Navy warship with a single gun deck carrying 18–20 guns.

SLOPE POINT KNIFE – a knife with a sloped (slanted) blade.

SLOPS – seamen's clothing and bedding.

SMACK-SMOOTH – level with a surface; said of a mast that has fallen overboard.

Jury Masts & Bowsprit . . . carried away all smack smooth by the Gale (Dreadnought f 22r 30th July).

SMALL ALE – see SMALL BEER.

SMALL ARMS – portable firearms such as muskets and pistols.

SMALL BEER – a beer or ale containing very little alcohol (<3% abv).

SNOW – a large two-masted square-rigged vessel.

SNUFF – finely ground tobacco, inhaled or sniffed into the nose.

SNUFFERS (pair of) – scissor-like implement with a small box on one blade, for snuffing out candles and disposing of the charred wick.

SOCIETY OF MERCHANTS – Society of Merchant Venturers: founded to represent the interests of Bristol's merchants. In the 17th century the Society leased the harbour from the Corporation of Bristol in return for the income from the port dues, such as wharfage and anchorage. Until 1848 it was responsible for the maintenance of the harbour, for the harbour officials and the pilots, and also administered the Seaman's Hospital Fund, which provided assistance for Bristol merchant seamen and their families.

SOUNDED NO GROUND – eg *Sounded no Ground (Lloyd p76 25th July & 26th July)*: measured the depth of water by sounding (using a lead weight attached to a line) but failing to reach the seabed: see also *tried for Ground no bottom (Levant f 53v 17th April and f 54r 8th April)*.

SOUNDING ROD – a rod, marked in feet and inches, used to measure the level of water in a vessel's pump well, and whether the vessel requires pumping out or not.

SOUSE – pickled pig meat, usually the head, ears, snout, feet and entrails.

SPANISH BROWN – a pigment.

SPANISH FOX – see FOX.

SPANISH RYALL (real) – Spanish silver coinage worth one eighth of a Spanish Dollar or Piece of Eight.

SPAR – the general term for any mast, yard, boom etc.

SPATTER DASHES – long, leather leggings or gaiters worn to protect the stocking or trouser leg from mud when riding or in wet weather.

SPEAKING TRUMPET – a loudhailer, a cone-shaped acoustic horn used to amplify the voice. Traditionally used at sea to convey orders from one part of the vessel to the other, especially in stormy weather.

SPIGGOT (spigot) – a small peg, plug, or tap, particularly for inserting into a cask.

SPIKE – see NAIL.

SPITT – meaning unclear from the context, noted with a variety of items in the stores of *Snow Swift*. Possibly a roasting spit, an iron bar for holding meat over a fire.

SPLICE THE MAIN BRACE – to serve out an extra allowance of grog (watered-down rum) as a reward after a hazardous or difficult task, in bad weather or after severe exertion. Originally, it was an order for one of the most difficult emergency rigging repairs aboard a sailing vessel.

SPONGE – a long pole with a piece of sheepskin wound around the end, used for scouring the gun when it has fired and before charging with fresh gunpowder.

SPRIG NAIL – see NAIL.

SPRING – a horizontal crack in a mast or yard, making it unsafe to carry the usual amount of sail on it; also used as a verb: eg *we had the Misfortune to spring our Fore top Mast & Main top Mast (Dreadnought f 14r 6th July)*.

SPRUCE OAKER (ochre) – a pale yellow coloured pigment.

SPUNYARN – a thin cord or twine used in marine ropework.

STAMP/STAMPT – payment of stamp duty, as required on certain documents; an official stamp on a document indicated that the tax had been paid.

STAND – to steer in or towards a specified direction or destination.

STARBOARD – the right side of a vessel facing forwards.

STATION – in this context, a vessel's position in a convoy.

STAVE – curved pieces of wood forming the sides of a cask or barrel.

HAMBRO STAVE – produced in, and peculiar to Hamburg.

STAY – a large strong rope extending from the top of each mast down towards to deck, hull, bowsprit of the vessel or to other masts, and used in supporting the masts.

STEERAGE – an area below the quarter-deck. In merchant ships, generally the living quarters of lower officers and crew. Also used for storage: *Got up out of the Steerage the Spare sails (Levant f 40v 12th March)*.

STERN – the rear part of a vessel.

STILL – apparatus used in distilling. See also HEAD.

STILLIARD (steelyard, stilyard) – a weighing device consisting of a metal beam with a weight at one end. Used to weigh loads ranging from ounces to tons, and varying in size from a portable hand-weighing device, a foot or so in length, used by merchants and traders, to those with beams several feet long and even larger, for weighing fully laden horse-drawn carts.

STOCK BRICK – a hard solid brick, pressed in a mould.

STOCKFISH – unsalted fish (especially cod) dried by cold air and the wind.

STONE BOTTLE – a bottle made from stoneware, a form of pottery.

STOW – to store or put away items.

STOWAGE – the arranging and packing of cargo in a vessel; the space available for stowing items; something that is stowed; the charge for stowing.

STRAINER –

HAIR – a fine-meshed sieve made of horse hair.

SILK – a fine-meshed sieve made of silk.

STRIKE – see SAIL, STRIKE SAIL

STRIKE COLOURS – to lower the colours, the flag indicating the nationality of a vessel, an indication of surrender, particularly for vessels at sea.

SUET/SUIT – the hard, white fat of beef or mutton, chopped up for use in cooking.

SUGAR –

CLAYD/CLAID (clayed) SUGAR – semi-refined sugar in which clay has been used to filter out the molasses, a thick, dark brown syrup used in rum making.

FINE FIRSTS SUGAR – the best sugar came from the first boiling of the sugar production process.

LOAF SUGAR/SUGAR LOAF – sugar that, as part of the refining process, has been moulded into a conical shape with a rounded top; the usual form in which refined sugar was transported and sold.

MUSCOVADO/MUSCAVADO SUGAR – sugar that has undergone minimal processing, brown in colour and with a high molasses content and strong flavour; the most common form in which sugar was imported.

SUGAR DRIP – listed with sugar moulds, probably the earthenware jars in which the moulds sat while the molasses and syrup dripped out.

SUIT – see SUET.

SUN RAISIN – sun-dried grapes.

SUPERCARGO – a representative of the vessel's owner on board a merchant ship responsible for overseeing the cargo and its sale.

SUPERTARE – an additional allowance when the commodity or package exceeds a certain weight.

SURVEY – See LANDSURVEYOR, TIDESURVEYOR.

SUTL (suttle) – the weight of a commodity after deduction of the empty weight of the container (tare), before the allowance for tret (waste).

SWAID UP (sway up,) – to hoist up a mast, yard or other items.

SWANSKIN JACKET – a jacket made of swanskin, a strong, dense, woollen flannel fabric, noted for its warmth.

SWELL – the heaving, rolling action of the sea.

SWELLING – yaws? A disease prevalent on slave ships, a form of treponematosis, which begins with round, hard swelling of the skin.

SWIVEL/SWIVIL – see GUN.

TACK – the term for the lower, windward corner of a sail; also for the side of a vessel from which the wind is coming. A vessel is on a starboard tack if the wind is coming over the starboard (right) side with the sails on the port (left) side, and on a port tack if the wind is coming over the port side of the vessel with the sails on the starboard side.

TACK – to turn a vessel so that the wind blows on the opposite side of the sails.

TACKING – zigzagging a vessel to make progress when sailing towards the wind.

TAICH/TAICHE – a large copper or brass cauldron for boiling sugar.

TALLOW – a hard fatty substance made from rendered animal fat, used in making candles and soap, and for dressing leather.

TAMARIND/TAMARINE – a tropical fruit.

TAPSEILS – a coarse or medium quality striped Indian cotton or linen.

TARE – an allowance for weight of unladen containers.

TAVERN PIPE – a long-stemmed clay tobacco pipe.

TEACKLE (tackle) HOOK – used with ropes, blocks and pulleys for hoisting and pulling heavy loads.

TEARCE/TEARSE – see TIERCE.

TEETH – elephants' teeth, meaning ivory tusks.

TEIRCE – see TIERCE.

TENDER – a boat kept on a larger vessel, used to move stores and people between shore and vessel, and between vessels.

THIMBLE – a metal ring, grooved at the outer edge. Used to line the loop, or eye, at the end of a rope to protect from chafing. Also, in gunnery, a short tube attached to the gun barrel which holds the ramrod in place when not in use.

THRUMBS – waste thread or yarn, used for mops etc.

TIDESURVEYOR – a senior customs officer who supervised the boarding of vessels for inspection and to check goods.

TIDEWAITER – Customs officer put on board a vessel to guard against unauthorised loading or unloading.

TIER – a row of moorings.

TIERCE – a medium-sized wooden container used for liquids and foodstuffs holding about 42 wine gallons, also used for transporting general goods and specifically for sugar.

TIN WORM – a coiled pipe made of tin, used in distilling.

TINDER BOX – a container for holding the flint, firesteel and tinder (a combustible dry, fibrous material that will easily ignite with a small spark) used together to start a fire. It might also hold brimstone (sulphur-tipped) matches.

TINMAN – one who works with tin.

TOP MAUL – see MAUL.

TOPSAIL YARD – the spar on a vessel's mast that carries a topsail (the second sail above the deck).

TOWN DUES – a local tax on shipping.

TRADE WIND – a wind, just north and south of the Equator, that reliably blows east to west. It assists vessels in sailing to the west and can control the direction of storms and hurricanes.

TRAVERS – listed in the cooper's stores of *Ruby*, may be a sort of work table or bench.

TRET – an allowance made for waste, dust and other impurities in a commodity.

TRIPLE/S – the edible lining from the stomachs of various farm animals, usually from cattle.

TRIPPETT – an iron grid with three or four feet for supporting a cooking pot or kettle near or over a fire.

TROW – *Severn Trow*, as referred to in the accounts of *Jason*, was the name of a merchant ship, rather than an actual trow, a clinker-built, flat floored barge used for carrying cargo on the rivers Severn and Wye.

TRUMPETT – see SPEAKING TRUMPET.

TRUNNELL – a wooden peg used to fasten pieces of wood together, in shipbuilding and elsewhere.

TRUSS – a tight bundle.

TRUSS HOOP – a temporary hoop placed around a barrel, holding the staves together until the permanent iron hoops are fitted.

TUB – wide, deep, typically round, flat-bottomed vessel used for holding liquids, packing or storing.

HAMBRO TUB – a tub, peculiar to Hamburg.

HARNESS TUB – a tub on board a vessel for storing or soaking salt meat preparatory to use. See also HARNESS CASK.

TUREEN – a deep covered dish.

TURKER CARPET – a Turkish carpet (one of Middle Eastern origin), alternatively a carpet of turkey work. The term carpet was originally used for coverings for tables, beds and other furniture, and used for floor coverings from the early 18th century. Turkey work carpets (knotted and cut-pile furnishing textiles made using the Turkish symmetrical knot) usually refers to furniture covers, made until the mid-18th century.

TURN SCREW – the original name for a screwdriver. Listed in the gunner's stores and arms chest on board *Ruby*.

TWIGG'D BOTTLE – see WICKERING.

TWIGS – made of split willow, used in joining the several pieces of wooden barrel hoops.

TYRE NAIL – see NAIL.

ULLAGE – on board ship: waste or rubbish, usually liquid. Also the lees of a barrel of wine.

UNBEND – to remove a sail from its yard and stays before lowering, to remove cables from anchors or to untie ropes. See also BEND.

UNDER WEIGH (under way, underway) – when a vessel is not at anchor, fastened to the shore, or aground.

UNMOOR – to reduce the number of anchors holding a vessel in place to one, after having been fastened by two or more.

UP ALL HAMMOCKS – preparing for combat by tying up the hammocks to clear the space, and stowing them in racks or nets to provide some protection from splinters and musket fire. This also provided a ready means of preventing flooding caused by damage to the vessel.

UPPER WORKS – a general term for the parts of a vessel that are above the surface of the water.

VANE BUNTING (buntin/buntine) – a specific type of lightweight wool fabric used for making ribbons and flags including signal flags for the Royal Navy; intended for making vanes, narrow strips of bunting. See also FLY VANE.

VENDUE – a public sale or auction.

VENDUE MASTER – one authorised to sell at vendue; an auctioneer.

VENTURE – a personal investment of cash or goods, for unknown return.

VIAL – a small glass bottle used by apothecaries for medicines etc.

VICTUALING/VICTUALLING – to provide with food or other stores.

WAD – a disc of compacted material, usually old rope, used to keep the ammunition in place in a gun barrel.

WAFER – a thin disc of dried paste (that became sticky when wet) used to seal letters.

WAIN – a large open four-wheeled farm cart.

WARNER – one who kept lookout for newly arrived vessels at the mouth of the river Avon and then rode to Bristol to inform the owners.

WATER BAILIFF – an official responsible for enforcing harbour regulations and for all operations around Bristol Back, Redcliffe Back and the banks of the Avon.

See also KEYWARDEN (quaywarden).

WEAR SHIP – to turn a vessel away from the wind.

WEATHER BEAM – the side of a vessel facing the wind.

WEEVIL – a reddish brown insect often found in foodstuffs such as flour and rice.

WEIGH – to heave up the anchor when a vessel is about to sail.

WESTERN OCEAN – the North Atlantic Ocean.

WHARFAGE – accommodation at a wharf; the charge for landing or shipping goods at a wharf.

WHITE LEAD – a pigment; also used as an additive for lubricants for machine bearings.

WHITE OATS – ground oats.

WICK YARN – yarn for candle wicks.

WICKERING – making, or doing, wickerwork (items made of wicker, thin canes or osiers (shoots of willow) woven together for making baskets, covering bottles etc).

WICKERED BOTTLE – a bottle covered in wickerwork, providing protection during transportation and handling; also referred as twigg'd bottle.

WILTON CARPET – a type of quality cut-pile, loom-woven carpet, developed originally in the town of Wilton, Wiltshire.

WINDING BRACE – precise meaning unclear, *12 feet winding brace* is listed in the carpenter's stores of *Ruby*. A brace usually refers to a rope, one of a pair, used to rotate a yard around the mast, to allow a vessel to sail at different angles to the wind.

WINDSOR CHAIR – a style of wooden chair with a thick, sculpted seat and back rest, arm rests and legs of slender, turned spindles.

WINDWARD – the direction from which the wind is coming; upwind.

WOOD RASP – a coarse file used for roughly shaping wood.

WORM – as used in distilling, a coiled pipe; as used in gunnery, an iron tool, shaped like a double cork-screw on the end of a long pole, used for removing charges, ignited remains of cartridges. See also ALEMBIC.

WORM TUB – a wooden vat holding a coiled copper pipe (the worm), used in distilling.

WORMING – part of the process of protecting a section of rope from chafing, consisting of laying yarns to fill in between the strands of the rope.

WOULDING (woolding) – repairing or supporting a mast by lashing it together by winding rope or chain around it.

WOULDING (woolding) NAIL – see NAIL.

WORSTED – a lightweight woollen fabric.

YAM – a vegetable and staple food in many tropical countries, including Africa.

YARD – a long piece of timber, tapering at each end, and fitted across a mast, to which the sails are fastened. See also – MASTS.

FORE YARD – a yard on the foremast, the lower section of the forwardmost mast of a three-masted vessel.

FORE TOP GALLANT YARD – a yard on the fore top gallant mast, the top section of the forwardmost mast of a three-masted vessel.

MAIN TOP GALLANT YARD – a yard on the main top gallant mast, the top section of the central mast of a three-masted vessel.

YAWL/YAWL – a small ship's boat, usually rowed by four or six oars, carried on board a sailing ship.

YELLOW OAKER (ochre) – a pigment.

YUALL – see YAWL.

GAZETTEER

This should give the Latitude and Longitude of any place named in the texts which might not be familiar to the reader; the map or maps on which it may be located; and a note of any points of interest. In these notes, any place italicised will have its own entry in the Gazetteer.

Anatto Bay Jamaica. Map 2. 18° 16' N 76° 46' W. Former port on the north coast.
Angola South West Africa. Not on our maps. Today's Angola is well south of the Equator. In the 18 th century a region without frontiers but under Portugal.
Annamboe, Anomabo/u West Africa Map 3. 5° 11' N 1° 7' W. Coastal town in what is now Ghana. Then a major British slave port.
Antigua West Indies. Map 2. 17° 7' N 61° 51' W. A Caribbean island in British possession since the 17 th century.
Appledore Devon. Map 6. 51° 3' N 4° 12' W. A village just north of Bideford.
Ardmore Point Scotland. Not on our maps. 56° 39' N 6° 7' W. High ground on south west coast of Mull.
Balle[i/y]cotton Island Ireland. Map 1. 51° 50' N 8° 0' W. Coastal village east of <i>Cork</i> .
Baltimore Maryland. Not on our maps. 39° 16' N 75° 36' W. Maryland was one of founding states of the USA in 1776.
Banks of Newfoundland Canada. Not on our maps. 45° 0' N 50° 0' W. Shoals off the north east coast of Newfoundland.
Bassa[w] West Africa. Map 3. 5° 53' N 10° 2' W. At the mouth of the Bassaw River (now St John River). Now Buchanan, Liberia.
Basseterre (1) <i>St Kitts</i> . Map 2. 17° 18' N 62° 44' W. Port and principal town of <i>St Kitts</i> .
Basseterre (2), Basse Terre <i>Guadeloupe</i> . Map 2. 16° 0' N 61° 44' W. The capital of <i>Guadeloupe</i> , also Basse-Terre Island, the western half of <i>Guadeloupe</i> .
Bay/Gulf of Honduras West Indies. All the inlet between <i>Honduras</i> and mainland central America.
Bayon[n]e France. Map 4. 43° 30' N 1° 29' W. City on the Nie and Ardour in Basque country.
Beachy Head Sussex. Map 4. 50° 44' N 0° 15' E. See also the map in Section 5 Lloyd Voyage IV July 27–August 1 1772.

Bell Isle, Belle-Ile. Map 4. 47° 21' N 3° 9' W. An island off the coast of Brittany.
Berry Head Devon Maps 4 & 6. 50° 24' N 3° 29' W. Headland on Tor Bay.
Bid[d]eford Devon. Map 6. 51° 1' N 4° 12' W. Port town on the north Devon coast.
Bilboa Spain. Map 4. 43° 16' N 2° 56' W. Port city in Basque north Spain
Birchin[g]ton Kent. Map 5. 51° 23' N 1° 18' E. A village on the north east coast of Kent. See also the map in Section 5 <i>Lloyd Voyage IV</i> July 27–August 1 1772.
Black River Jamaica. Map 2. 39° 17' N 76° 37' W. A town on the Black River.
Bonny West Africa. Map 3. 4° 25' N 7° 11' E. An island off southern Nigeria, then a kingdom and a major slaving centre.
British Virgin Islands see <i>Virgin Islands</i> .
Cabo da Roca Portugal. Map 1. 38° 47' N 9° 30' W. The most westerly point of mainland Europe.
Cachecrou, Cashicarou see <i>Le Cachecrou</i> .
Calabar, Calabarr, Callabar, Callebar, also New Calabar. Map 3. 4° 59' N 8° 20' E. Port on the Calabar river in what is now Nigeria.
Canvey Island R Thames. Map 5. 51° 31' N 0° 35' E. An island on the Essex shore of the Thames estuary. See also the map in Section 5 <i>Lloyd Voyage IV</i> July 27–August 1 1772.
Cape Benda, Cabinda West Africa. Map 3. 5° 34' N 12° 12' E. A coastal city of <i>Angola</i> .
Cape Clear Ireland. Map 1. 51° 26' N 9° 30' W. The southernmost parish in Ireland.
Cape Cornwall Cornwall. Maps 4 & 6. 50° 8' N 5° 42' W. Headland just north of Land's End.
Cape Deborall, Capo de Bares Spain. Map 4. 43° 47' N 7° 41' W. The northernmost point of Spain.
Cape Donna, Donno Maria, Dame Marie West Indies. Map 2. 18° 34' N 74° 30' W. Small settlement on western tip of <i>Hispaniola</i> .
Cape Fear[e] North Carolina. Not on our maps. 33° 50' N 77° 58' W. A prominent headland.
Cape Finister[re] Spain. Map 1. 42° 54' N 9° 16' W. The north west tip of Spain (and 'the end of the world').
Cape Mayze, Punta de Maisi West Indies. Map 2. 20° 14' N 74° 9' W. On the east coast of Cuba.
Cape Mount/Monte. West Africa. Map 3. 7° 3' N 11° 4' W.
Cape Nicholas Mole, Môle-St-Nicolas, West Indies. Map 2. 19° 48' N 73° 23' W. On the north west coast of <i>Hispaniola</i> .

Cape Pinis, Cabo Penas (1) Spain. Map 4 . 43° 39' N 5° 51' W.
Cape Pinis, Cabo Penas (2) South America Not on our maps. 53° 51' S 67° 33' W.
Cape Samana West Indies. Map 2. 19° 12' N 69° 19' W. Peninsula on the south coast of <i>Hispaniola</i> .
Cape Tiburon West Indies. Map 2. 18° 21' N 73° 8' W. Westernmost land of <i>Hispaniola</i> .
Cape/Punta Cabron West Indies. Map 2. 19° 22' N 69° 12' W. A cape on the north east coast of <i>Hipaniola</i> .
Carliz[s]le Bay West Indies. Map 2. 17° 5' N 59° 39' W. Natural harbour on the south west coast of Barbados.
Castle Island West Indies. Map 2. 22° 8' N 74° 19' W. A small island in the Bahamas.
Catotchic, Croisic? France. Map 4. 47° 18' N 2° 31' W. A small off Brittany.
Cawsand, Cazon Cornwall. Maps 4 & 6. 50° 20' N 4° 12' W. A village on the Rame Peninsula, south east Cornwall over Cawsand Bay.
Channel, The. Always in these accounts the Bristol Channel between the Atlantic and the Severn. See Map 6.
Charlesto[w]n South Carolina. Not on our maps. 32° 47' N 79° 56' W. Port and capital of state of South Carolina, one of the 13 founding states of the USA.
Christchurch Dorset. Maps 4 & 6. 50° 44' N 1° 46' W. Town on the Dorset coast.
Citadel, The Plymouth. Maps 4 & 6. 50° 22' N 4° 8' W. A 17 th century fort overlooking Plymouth Sound.
Clarendon Jamaica. Map 2. 17° 57' N 77° 14' W. Headland mid south coast.
Combe see <i>Ilfracombe</i> .
Cookmore, Cookmore Haven Cuckmere. Map 4. 50° 45' N 0° 9' E. An estuary on the Sussex coast just east of <i>New Haven</i> . See also the map in Section 5 Lloyd Voyage IV July 27–August 1 1772.
Coome see <i>Ilfracombe</i> .
Cork Ireland. Map 1. 51° 54' N 8° 26' W. A port often used for provisioning on the way out to the Americas.
Cronstadt, Kronstadt Russia. Not on our maps. 60° 0' N 29° 46' E. A port city.
Cuckmere see <i>Cookmore</i> .
Culver Cliff Isle of Wight. Map 4. 50° 40' N 1° 6' W.
Dame Marie see <i>Cape Donna</i> .
Des Sertes, Dis Sertas, Ilhas Desertas. Map 2. 32° 29' N 16° 30' W. Part of the Madeira archipelago and under Portuguese rule.

Dominica West Indies. Map 2. 15° 25' N 61° 22' W. A Caribbean island French till 1763 then British.
Donno Mario see <i>Cape Donna</i> .
Dover Straits , see <i>Streights</i>
Dungarven Cove Ireland. Map 1. 52° 6' N 7° 37' W. Harbour town south west of <i>Waterford</i> .
Dungeness Kent. Map 5. 50° 55' N 0° 58' E. Headland on south coast of Kent. 50° 45' N 0° 56' E. See also the map in Section 5 Lloyd Voyage IV July 27–August 1 1772.
Dunnose Isle of Wight Map 6. 50° 36' N 1° 11' W. A cape on the south east coast of Wight.
Elsineur , Elsinore Denmark. Not on our maps. 56° 2' N 12° 42' E. Port town of eastern Denmark.
Englishman's Head, Tête à l'Anglais West Indies. Map 2. 16° 20' N 61° 00' W. An islet north of <i>Basse-Terre, Guadeloupe</i> .
Fairleigh, Fairlight England. Map 5. 50° 53' N 0° 40' W. See also the map in Section 5 Lloyd Voyage IV July 27–August 1 1772.
Falmouth Cornwall. Maps 4 & 6. 50° 9' N 5° 4' W. Town and deep-water harbour.
Folkstone Kent. Map 5. 51° 4' N 1° 10' E. Ancient port town.
Fort Royal Bay West Indies. Map 2. 32° 16' N 61° 51' W. On the south west coast of Bermuda.
Gallaway, Galway Ireland. Map 1. 53° 16' N 9° 3' W. Harbour on the west coast of Ireland.
Gallina Point Jamaica. Map 2. 18° 24' N 76° 53' W. Cape on the north east coast.
Gallows Point West Indies. Map 2. 17° 57' N 76° 50' W. On the west side of Roayl Bay, Kingston Jamaica.
Ginger Island West Indies. Map 2. 18° 23' N 64° 29' W. A small island in the British Virgin Isles.
Gold Coast West Africa. Map 3. Straddling Longitude 0°. Now Ghana.
Gra[e]nada West Indies. Map 2. 12° 6' N 61° 40' W. French till 1762, then British.
Grand terre island. Map 2. 16° 16' N 61° 28' W. The eastern half of <i>Guadeloupe</i> .
Gravesend Kent. Essex. Map 5. 51° 27' N 0° 22' E. See also the map in Section 5 Lloyd Voyage IV. July 27–August 1 1772.
Green Castle Jamaica. Map 2. 18° 26' N 77° 18' W. On the north coast.
Guadeloupe West Indies. Map 2. 16° 16' N 61° 35' W. A group of islands belonging to the French.

Guinea West Africa. Map 3. Name then covering all that is now Liberia Ivory Coast, Ghana, Togo, Benin & southern Nigeria. Under mostly French dominion.
Hamoaze Cornwall. Maps 4 & 6. 50° 23' N 4° 12' W. A stretch of estuary at the confluence of the Tamar, Lynher, and Plymouth Sound.
Hartland Point Devon. Map 5. 51° 1' N 4° 32' W. A high rocky outcrop on the coast, now with a lighthouse but not in the C18.
Haverford West Pembroke. Map 1. 51° 48' N 4° 58' W.
Havre de Grace Maryland. Not on our maps. 39° 33' N 76° 5' W. A town at the mouth of the Susquehanna River, Maryland, USA.
Hermitage West Indies. Map 2. 17° 55' N 77° 27' W. On the south coast of Jamaica.
Hispaniola West Indies. Map 2. 18° 51' N 71° 13' W. Now Haiti and Dominican Republic.
Holms, The Steep Holm and Flat Holm. Map 6. 51° 20' N 3° 7' W. Very small islands in the Bristol Channel.
Holmes Light —a lighthouse on the island of Flat Holm in the Bristol Channel; a due was paid on passing ships towards its maintenance.
Honduras West Indies. Map 2. 15° 12' N 86° 15' W. Mainly Spanish with unofficial British presence on the north coast.
Hung Road, Hungroad R. Avon. Map 6. 51° 29' N 2° 41' W. Anchorage on the north bank of the Avon for ships waiting entry to Bristol docks or too big to enter.
Ile[s] de Saints, Les Saintes West Indies. Map 2. 15° 51' N 61° 38' W. A group of small islands in the <i>Guadeloupe</i> archipelago, French.
Ilfracombe, Combe Coome north Devon. Map 6. 12° 13' N 4° 7' W. A fishing harbour.
Jacks Bay Jamaica. Map 2. 18° 16' N 76° 48' W. Off <i>Green Castle</i> .
Jost van Dyke see <i>Van Dickes Island</i> .
Keyes, The Pedro Cays? West Indies. Map 2. 17° 3' N 77° 46' W. Sand bank 80 km south and south west of Jamaica.
Kingroad Bristol. Map 6. 51° 30' N 2° 45' W. Kingroad was the mooring ground in the Severn at the mouth of the Avon for big ships like the <i>Ruby</i> .
Kings Stairs tier , King Stairs Tier London. Map 5. Moorings in <i>The Pool</i> . See also the map in Section 5 <i>Lloyd Voyage IV</i> . July 27–August 1 1772.
Kingsale, Kinsale Head . Ireland. Map 1. 51° 42' N 8° 31' W. A town on the south coast of Ireland.
Kingston Jamaica. Map 2. 18° 1' N 76° 49' W. Port and principal town of Jamaica.
Layout <i>St Vincent</i> . Map 2. 13° 12' N 61° 16' W. On the west coast of St Vincent.

Le Cachecrou, Pidgeons Hole , Dominica. Map 2. 15° 12' N 61° 23' W. SW point of <i>Dominica</i> , now Scotts Head.
Leeward Islands West Indies. Map 2. 16° N 61° W. British in the 18 th century.
Leigh Essex. Map 5. 51° 33' N 0° 39' E. On the north bank of the Thames estuary.
Les Saintes see <i>Ile de Saints</i> .
Limehouse Hole London. Not mapped. The river and riverside district north of Millwall.
Lizard, The Cornwall. Maps 4 & 6. 49° 58' N 5° 12' W. A peninsula and the most southerly village in England.
Loango West Indies. Not on our maps. 5° 58' S 14° 58' W. At this time under the Dutch West India Company.
Loubiere West Indies. Map 2. 15° 16' N 61° 23' W. A river in Dominica and the fort on it.
Lower Grimsby see <i>New Grimsby</i> .
Lundy Island . Map 6. 51° 10' N 4° 40' W. Off the north Devon coast, and marking the end of the Bristol Channel, entry to the Atlantic.
Madeira . Map 1. 32° 46' N 16° 58' W. Main island of that group, under Portugal.
Mahaut West Indies. Map 2. 15° 22' N 61° 24' W. On the west coast of <i>Dominica</i> .
Mal[e]imba West Africa. Map 3. 5° 20' S 12° 11' E. A region of <i>Angola</i> .
Margate Kent. Map 5. 51° 23' N 1° 23' E.
Martha Brae/y West Indies. Map 2. 18° 28' N 77° 39' W. On the river of that name, north west Jamaica.
Martinique West Indies. Map 2. 14° 40' N 61° 0' W. A French island in the Lesser Antilles.
Mascour[e]y/ Mascouri Point West Indies. Map 2. 19° 48' N 70° 35' W. On the north coast of <i>Hispaniola</i> .
Mewstone, The Devon. Maps 4 & 6. 50° 13' N 3° 47' W. Small high island on south Devon coat.
Milford Haven Pembroke. Map 6. 51° 43' N 5° 3' W. Town and harbour on south coast of Wales.
Mizo[e], Mizen Head Ireland. Map 1. 51° 27' N 9° 48' W. Headland on the Mizen Peninsula, south west Ireland.
Monte Christo West Indies. Map 2. 19° 51' N 71° 38' W. On the north coast of <i>Hispaniola</i> (where the Monte Christo river flows into the sea).
Montse[rr]at West Indies. Map 2. 16° 45' N 62° 11' W. Caribbean island near <i>Sr Kitts</i> , British since the 17 th century.

Morne Hispaniol , Espagnol. <i>Dominica</i> . Map 6. 15° 32' N 61° 28' W. A mountain on the West coast overlooking Espagnol Bay.
Mount Alleyn [e]. West Indies. Map 2. 13° 12' N 59° 33' W. On Barbados.
Mount Edgcombe Cornwall. Maps 4 & 6. 50° 21' N 4° 10' W. High land on north east tip of <i>Rame Peninsula</i> .
Mumbles, The Glamorgan. Map 6. 51° 35' N 4° 0' W. Headland on western edge of Swansea Bay.
Navassa/ Navaza Island West Indies. Map 2. 18° 25' N 75° 1' W. Uninhabited.
Needles, The Isle of Wight . Maps 4 & 6. 50° 40' N 1° 35' W. Three chalk piles rising from the sea just west of the Isle of Wight.
Negre Hill , Negril West Indies. Map 2. 18° 19' N 78° 20' W. Small town on the west coast of Jamaica.
Nevis West Indies. Map 2. 17° 22' N 62° 47' W. A Caribbean Island close to <i>St Kitts</i> , in British possession since the 17 th century.
New Calabar see <i>Calabar</i> .
New Grimsby Tresco Map 4. 49° 57' N 6° 21' W. A coastal settlement on the island of Tresco in the Isles of Scilly.
New Haven Sussex. Map 5. 50° 47' N 0° 3' E. See also the map in Section 5 Lloyd Voyage IV July 27–August 1 1772.
Nore, The Kent. Map 5. 51° 22' N 1° 1' E. A sandbank at the mouth of the Thames Estuary, marking the point where the river Thames meets the North Sea.
North Fleet Kent. See the map in Section 5 Lloyd Voyage IV July 27–August 1 1772. 51° 27' N 0° 20' E.
North Foreland Kent. Map 5. 51° 23' N 1° 27' E. Lighthouse from 1691. See also the map in Section 5 <i>Lloyd</i> Voyage IV July 27–August 1 1772.
Old Cape Francois West Indies. Map 2. 19° 42' N 70° 18' W. On the north coast of <i>Hispaniola</i> .
Old Harbour Bay West Indies. Map 2. 17° 56' N 77° 7' W. With town in southern Jamaica.
Old Head of Kin [g]sale see <i>Kingsale</i> .
Palma, la Palma Canary Islands. Map 1. 28° 43' N 17° 54' W. The most northerly of the Canaries, which were Spanish.
Passamaqua [o]dy Maine USA. Not on our maps. 45° 6' N 66° 58' W. A bay or inlet between Maine and Canada.
Pendine Sands , Cardiff see <i>Welch Sands</i> .
Pigeon's Hole, Pidgeon's Hole see <i>Le Cachecrou</i> .

Pill Somerset. Map 6. 51° 29' N 2° 41' W. A village on the south bank of the Avon just opposite <i>Hungrood</i> , and the base for Avon & Severn pilots.
Plymouth Sound Cornwall/Devon. Maps 4 & 6. 50° 20' N 4° 9' W. A deepwater inlet from the English Channel on the borders of Cornwall and Devon.
Point Isabella West Indies. Map 2. 19° 53' N 71° 5' W. On the north coast of <i>Hispaniola</i> .
Pool, The London. Map 5. 51° 31' N 0° 4' W. Docking between London Bridge and Limehouse. See also the map in Section 5 <i>Lloyd Voyage IV</i> July 27–August 1 1772.
Port Antonio West Indies. Map 2. 18° 10' N 76° 27' W. Town on the north east coast of Jamaica.
Port Maria West Indies. Map 2. 18° 22' N 76° 53' W. Town on the north coast of Jamaica.
Port Royal Jamaica. Map 2. 17° 56' N 76° 51' W. Village at the mouth of <i>Kingston</i> Harbour.
Port/Puerto Rico West Indies. Map 2. 18° 13' N 66° 4' W. The smallest and most easterly of the Great Antilles. Spanish in the 18 th century.
Portland Light Dorset. Maps 4 & 6. 50° 31' N 2° 27' W. Lighthouse from 1716.
Portland Point West Indies. Map 2. 17° 45' N 77° 9' W. The southernmost point of Jamaica.
Porto Sanc[t]o Madeira. Map 1. 33° 4' N 16° 21' W. An island at the north east tip of the <i>Madeira</i> group.
Prince Rupert's Bay <i>Dominica</i> . Map 6. On the west coast just north of <i>Roseau</i> .
Punta de Maisi see <i>Cape Mayze</i> .
Ram, The Rame Head Cornwall? Maps 4 & 6. 50° 19' N 4° 13' W. A headland just west of Plymouth Sound.
Reculver[s] Kent. Map 5. 51° 23' N 1° 13' E.
Redondo West Indies. Map 2. 16° 56' N 62° 21' W. A tiny uninhabited island between <i>Nevis</i> and <i>Montserrat</i> .
Rochelle France. Map 4. 46° 13' N 1° 9' W. A French port in the Bay of Biscay. New Aquitaine.
Roseau West Indies. Map 2. 15° 18' N 61° 23' W. Port and capital city of <i>Dominica</i> .
Sa Van La Mar, Savanna La Mar West Indies. Map 2. 18° 14' N 78° 8' W. Town on the south coast of Jamaica.
Salem , Massachusetts. Not on our maps. 42° 31' N 70° 54' W. Massachusetts was one of founding states of the USA in 1776.
Salt Pond[s] West Indies. Map 2. 17° 15' N 62° 39' W. A large lake on Southeast Peninsula, <i>St Kitts</i> .

Sandown Bay Isle of Wight. Maps 4 & 6. 50° 39' N 1° 9' W. wide bay on south eastern coast of Isle of Wight.
Scar House Farm <i>Canvey Island</i> . Map 5. On the south coast of <i>Canvey Island</i> , a prominent landmark for shipping using the Thames Estuary.
Sea Reach <i>Canvey Island</i> . Map 5. A shipping channel in the Thames Estuary, south of <i>Canvey Island</i> .
Seaford Sussex. Map 4. 50° 46' N 0° 6' E. A seaside town and historically a port.
Seven Cliffs, Seven Sisters Sussex. Maps 4. 50° 45' N 0° 11' E. A series of chalk cliffs over the English Channel. See also the map in Section 5 <i>Lloyd Voyage IV</i> July 27–August 1 1772.
Shag Stone, Shagstone Devon. Maps 4 & 6. 50° 20' N 3° 32' W. A small island in Plymouth Sound.
Sheerness London. Map 5. 51° 26' N 0° 46' E. Town on the north west coast of <i>Sheppey</i> . See the map in Section 5 <i>Lloyd Voyage IV</i> July 27–August 1 1772.
Sheppey Kent. Map 5. 51° 24' N 0° 50' E. An island in the Thames Estuary.
Shoreham Sussex. Map 4. 50° 50' N 0° 16' W. Port and town. See also the map in Section 5 <i>Lloyd Voyage IV</i> July 27–August 1 1772.
South Foreland Kent. Map 5. 51° 8' N 1° 22' E. Lighthouse (now replaced) from 17 th century.
South Key West Indies see <i>Castle Island</i> .
South Key London. Map 5. 51° 30' N 0° 1' E. On the Isle of Dogs in the Thames.
St Albans Head[land] Dorset. Maps 4 & 6. 50° 33' N 2° 3' W.
St Anns Bay West Indies. Map 2. 18° 26' N 77° 12' W. On the north coast of Jamaica.
St Christopher island, see <i>St Kitts</i> .
St Croix Island West Indies. Map 2. 17° 44' N 64° 50' W. One of the three Danish islands between the British <i>Virgin Islands</i> and <i>Porto Rico</i> .
St Domingo West Indies. Map 2. 18° 29' N 69° 56' W. Town on the south west coast of <i>Hispaniola</i> .
St Eustatia/us West Indies. Map 2. 17° 29' N 62° 58' W. North of St Kitts. Dutch till 1781, then British, disputed with French from 1795.
St George's West Indies. Map 2. 12° 0' N 61° 46' W. Port and Capital of <i>Grenada</i> , southern west coast.
St Ives Cornwall. Map 6. 50° 13' N 5° 30' W. Seaside town in north Cornwall coast.
St John's West Indies. Map 2. 17° 7' N 61° 51' W. Port and capital of <i>Antigua</i> on the west coast.
St John Island West Indies. Map 2. 18° 20' N 64° 44' W. The smallest of the three, then Danish, islands between the British <i>Virgin Islands</i> and <i>Porto Rico</i> .

St Kitts, <i>St Christopher</i> West Indies. Map 2. 17° 22' N 62° 45' W. A Caribbean island (close to <i>Nevis</i>) belonging to Britain since 1713.
St Lucia West Indies. Map 2. 13° 55' N 60° 59' W. Contested between Britain and France in the 18 th century.
St Martin's , St-Marten-de-Ré France. Map 4. 46° 12' N 1° 22' W. On the Île de Ré, west coast of France, off La Rochelle.
St Mary's West Indies, Map 2. 18° 9' N 77° 3' W. On the north east coast of Jamaica.
St Petersburg Russia. Not on our maps. 59° 56' N 30° 19' E. Port on the Baltic and at that time capital city.
St Piers , St-Pierre West Indies. Map 2. 47° 53' N 61° 11' W. Then the capital of <i>Martinique</i> (but destroyed in an earthquake 1902).
St Thomas Island West Indies. Map 2. 18° 20' N 64° 54' W. One of the three Danish islands between the British <i>Virgin Islands</i> and <i>Porto Rico</i> .
St Vincent Rocks Bristol. Map 6. 51° 27' N 2° 38' W. The northern side of the Avon Gorge.
St Vincent West Indies. Map 2. 13° 15' N 61° 12' W. Principal island of the Grenadines in the Caribbean. Conquered by the British in 1763.
Start Point Devon. Maps 4 & 6. 50° 13' N 3° 38' W. A headland in south Devon.
Streights, The, Dover Straits, Dover Narrows . Map 4. (Also the map in Section 5 Lloyd Voyage IV July 27–August 1 1772) 50° 8' N 0° 21' W. The narrowest channel between England and France.
Tête à l'Anglais see <i>Englishman's Head</i> .
Tobago West Indies. Map 2. 10° 42' N 61° 13' W. British to 1781, French 1781–93, then back to Britain (and back to France 1802).
Tortola West Indies. Map 2. 18° 26' N 64° 38' W. The largest of the Virgin Islands, which were British.
Tortuga West Indies. Map 2. 20° 3' N 72° 48' W. An island off the north coast of <i>Hispaniola</i> , French in the 18 th century.
Trinidad West Indies. Map 2. 10° 42' N 61° 13' W. Spanish possession to 1797, but mostly French settlers.
Ushant , Brittany Map 4. 48° 27' N 5° 6' W. A French island at the end of the English Channel.
Van Dickes/Dyke's Island , Jost van Dyke. West Indies. Map 2. 18° 27' N 64° 45' W. A small member of the Virgin Islands, so British then.
Virgin Islands West Indies. Map 2. 18° 20' N 64° 54' W. British in the 18 th century apart from St Thomas, Saint John and St Croix, then Danish (and now the US Virgin Islands).

Walton Castle Somerset. Map 6. $51^{\circ} 27' N 2^{\circ} 53' W$. Former hunting lodge, a farm in the C18, but still something of a landmark.

Waterford Ireland. .Map 1. $52^{\circ} 15' N 7^{\circ} 7' W$. Ireland was a British colony in the 18th century, and Waterford was often a port for trade with Bristol.

Welch Sands, Cardiff, Welsh Sands, Pendine Sands. Map 6. $51^{\circ} 44' N 4^{\circ} 30' W$. On the northern shore of Camarthen Bay.

Westgate Bay Kent. Map 4. $51^{\circ} 23' N 1^{\circ} 20' E$. See also the map in Section 5 *Lloyd* Voyage IV July 27–August 1 1772.

Windward Coast, Grain Coast West Africa. Map 3. The western part of then *Guinea*. Now Côte d'Ivoire, Liberia.

Windward Islands West Indies. Map 2. $11^{\circ} 32' N 68^{\circ} 59' W$. General term for the southern islands of the Lesser Antilles. Not under one power: see *Saint Lucia*, *St Vincent* and *Grenada*.

Woolwich London. Map 5. $51^{\circ} 29' N 0^{\circ} 4' E$.

APPENDIX:

MONEY, WEIGHTS & MEASURES

Some money units are *units of account* but not represented in legal tender. This is true of the guinea today, and was true of the pound in the eighteenth century. And some notes and coins may be acceptable in exchange though they are not legal tender: today the US dollar in many countries; and in the eighteenth century almost any coin of known or reckonable gold or silver content.

Britain

The table below is for the recognised units of account in eighteenth-century Britain, with * for those not represented by a coin. All are given their value in today's decimal coinage.

		=	GBP
farthing		$\frac{1}{4}$ d	0.001
halfpenny		$\frac{1}{2}$ d	0.002
penny	d		0.004
groat			0.017
shilling	s	12d	0.05
half crown		2s 6d	0.125
crown		5s	0.25
pound*	l	20s	1
guinea		21s	1.05

l, *s* and *d* were the standard columns in account books, bonds and bills of exchange and financial documentation generally.

Foreign

France: Also L s d, with 12 Deniers to the Sou and 20 Sous to the Livre.

Portugal: the Real, plural Reis, also Milreis for 1,000 Reis.

Spain: the Piece of Eight or Spanish Dollar was 8 Reales or Bits. The Pistole or Dubloon was 4 Pieces of Eight.

American and West Indian colonies had their own Currencies using the Pounds, Shillings and Pence framework but worth less than the equivalent Pound Sterling. Often denoted as 'currency' in accounts.

J. J. McCusker, *Money and Exchange in Europe and America, 1600–1775 : a handbook* (Macmillan, 1978)

Various goods were used for exchange purposes in West Africa: including copper rods, Manillo bracelets, and cowries; but only the Bar[r] of iron was such a standard as to be used as a unit of relative value.

Although the *Jason* accounts show the South Carolina Agents rendering an account in terms of rice, this was not a standard unit, but their substitute for the sterling bills which the Bristol merchants wanted, valued simply in terms of the 'currency' for which they had been bought.

Capacity

	pint	quart	gallon	peck	firkin/ bushel	rundlet kilderkin	barrel	Litres
pint	1	2	8					0.57
quart		1	4					1.14
gallon			1	2	8	c. 18		4.546
peck				1	4			9.092
firkin/bushel					1		4	36.40
rundlet/kild- erkin						1	1¾-2	68-78
barrel							1	119.24

	barrel	tierce	hogshead	puncheon	butt/pipe	tun	Litres
barrel	1	1⅓	2	2⅔	4	8	119.24
tierce		1	1½	2	3	6	158.99
hogshead			1	1⅓	2	4	238.48
puncheon				1	1½	3	317.97
butt					1	2	476.96
tun						1	953.92

But different liquids had different standard measures, wine and beer often differing. And 'nowhere in the Atlantic world was a pipe a pipe, or a ton a ton'. (David Hancock "A revolution in the trade": wine distribution and the development of the infrastructure of the Atlantic market economy, 1703-1807' in *The Early Modern Atlantic Economy* ed J. J. McCusker and Kenneth Morgan (Cambridge University Press, 2000) 105-153 n32 p 119).

A Barrel of tobacco was about 1000 lbs in weight.

Cask was used for any barrel-shaped container.

Chests, and similar rectangular storage, do not seemed to have had standard sizes.

Weights and Measures

The English system was

		dram	ounce	pound	stone	cwt	ton	Metric
dram		1	18	258				1.77 g
ounce	oz		1	16				28.35 g
pound	li, lb			1	14	112	2240	453.6 g
stone					1	8		6.35 kg
hundredweight	cwt					1	20	50.8 kg
ton							1	1016 kg

Bushel – equal to 8 gallons (36.4 litres), used for corn, fruit, liquids, etc.

Cord (of wood, firewood) – the amount of wood that, neatly stacked, measures 4 ft × 4ft × 8ft and has a volume of 128 cubic feet.

DWT (abbreviation for pennyweight) – a weight measurement used for precious metals and gemstones.

Flacket – a small keg.

Fodge – a small bundle.

Gross is a dozen dozen or 144.

Length

	inch	foot	yard	ell	fathom	mile	sea mile	league
inch	1	12	36	45				
foot		1	3		6			
yard			1		2	1760	1920*	
ell				1				
fathom					1		960	
mile						1		c. 3
sea mile							1	c.3
league								1
metres	0.0254	0.3048	0.9144	1.145	0.8188	1609	1755*	

* Today's sea mile is a minute of latitude or 1852 metres, but the table shows it as measured by a log line with knots at 8 fathom intervals.

INDEX

Here are Indexes for Arms, Businesses, Cloths, Documents, Fees, Naval, Occupations, Payments, Persons, Places and Sundry. Head words are in today's spelling, with textual variations noted occasionally.

Arms

arms chest, 256, 284
blunderbuss, 257
cannon, 53, 256, 266, 267, 277, 279
cartridge case, 264
cock, 261
cutlass, 262
flint, 264, 284
forelock, 264
gun, 23, 157, 163, 250, 256, 258, 259, 261, 264, 265, 266, 269, 276, 278, 280, 281, 282, 283, 285: buccaneer, 266; Danish, 266; swivel, 23, 157, 266
gun carriage, 256, 264, 278
musket, 259, 264, 266, 272, 279, 281, 285
ramrod, 283
shot, 23, 26, 29, 32, 33, 47, 259, 266, 272, 276, 277, 280
small arms, 247, 257
wad, 265

Businesses See also Persons

Acraman & Jones & Co, 218, 224
Alexander & Gordon & Co, 190, 199
Ames & Hellicar & Son, 174
Ames & Williams, 77
Anderson, John & Co, 152
Aufriere, Sargent & Co, 77
Austin & Laurens, 61, 62
Baillie, A J & E, 81
Baker, John J & Co, 201, 219
Bayly & Co, 61
Baugh & Baugh Ames & Co, 77, 172, 194
Bence & Lock, 180

Benison, George & William, 172, 185
Blake & Pollard, 77
Bonsfield & Whiting & Foreman, 20, 21, 23
Bright & Baillie & Bright, 192, 194, 195
Bright & Davis & Co, 91, 153
Bright & Farr & Co, 172, 185
Bright & Millward, 81
Bright, L & R, 192, 195, 208, 221
Browne, Susanna & Co/Son, 218, 224
Bush & Elton & Bush, 84, 91, 158
Bush, Robert & Co, 173, 192, 194, 195, 201, 203, 219, 224
Cave, John & Co, 219
Cox, Samuel & Brothers, 153
Crofts & Watson & Dawbney & Co, 153
Culliford & Usher, 170
Cuthbert & Hare, 165, 171, 173, 177, 178, 184, 190, 197, 199
Devonshire & Reeve & Lloyd, 77
Dyer & Gold, 194
Elton & Ames & Co, 219
Evans, William & Co, 194
Farr & Co, 194, 201, 218, 219, 224
Fisher, George & Francis (son), 194, 201, 225
Forster & Kift, 172
Frank, Richard & Co/Son, 154, 170
Fraser & Bannatyne & Co, 190
Fraser & Co, 192
Fripp, Samuel & Co, 219, 224
Fry & Garratt Smith, 154
Gibbons, William & Co, 172, 185
Gordon, Alexander & Co, 190, 199
Gresley & Blake & Co, 174, 175
Grimes, James & Co, 194

Hale, William & Son, 154
 Hare, Richard & Bussel, 61
 Harvey, Winwood & Co, 153, 154
 Hellicar, A & Son, 169
 Henderson, Samuel & Co, 172, 174
 Hilhouse & Gettey & Co, 77
 James, Simon & Son, 194
 Lewis, William & Son, 194
 Loscombe, Joseph & Co, 77
 Lucas, Thomas & Son, 153
 May, William & Co, 173
 Mayne & Co, 190
 McKenzie & Blundell & Co, 190
 Meyler & Hall & Co, 61
 Morgan, James & Son, 152, 154
 Mullooney, James & Co, 166, 172, 174
 Noble & Farr & Co., 172, 185
 Oliver, Richard & Richard, 79
 Peach & Pierce, 77, 80, 82, 83
 Pennington & Bigs, 194
 Pinheiro, A & R, 177
 Powell, John & Son, 153
 Randolph, William & Co, 192, 195
 Rawlins & Rudhall, 174, 197
 Richards, T & S, 180, 183, 187
 Rickaby & Bruce, 222
 Rowlandson & Noble, 176
 Sargent & Aufrere & Co, 77
 Satterthwaite & Co, 176
 Schimmelpenning & Vaughan & Co,
 172, 186, 208
 Shapland & Broderip, 153
 Smith & Anderson & Co, 153
 Smith & Hogg, 83
 Somarsall & Son, 190, 192, 199
 Stratton & Protheroe, 174
 Tudway & Smith, 77
 Turner & Toye, 170, 173, 174
 Tyndall, Thomas & Son, 77
 Vigor & Stephens, 170
 Watson & Gegory, 61
 White & Protheroe, 152, 153
 Williams, R & William, 192
 Winwood & Harvey & Co, 153, 154
 Woodyear & Sons, 192

Cloths

bafts, 255

baize, 256
 brawles, 258
 brocade, 258
 calamanco, 259
 check, 273, 284
 chelloes, 260
 chintz, 260
 elatches, 254
 flannel, 273, 283
 hessian, 262, 267
 Manchester goods, 156
 nap, 268
 negannepauts, 273
 oznaburges, 167, 180, 217, 219, 274
 pennistones, 217, 274
 perpetuana, 276
 romalls, 278
 sash, 279

Documents

articles, 243, 257, 267
 bond, 260, 298
 certificate of registry, 159, 277
 clearance, 189, 214
 coast commission, 20, 75, 78, 260
 cocket, 261
 debenture, 199
 entry: bill of, 264; post, 264; prime, 264
 exchange, bill of, 2, 19, 20, 21, 80, 83,
 184, 256
 Letter of Marque, 9, 270, 276
 manifest, 164, 213, 214
 Mediterranean pass, 82, 271
 plabation certificate, 166, 178, 189,
 190, 200, 275
 protection, 13, 155, 249, 251, 261, 275,
 285
 rice licence, 81, 82, 277

Naval

Boats: lighter, 270; long, 235, 257;
 shallop, 91, 280; tender, 298; yawl,
 257

Named:

Africa, 151–156; *Anna Charlotta*, 36;
Antient Brittain, 33; *Antigallican*, 35;
HMS Arundel, 74, 78; *Bellona*, 38, 53,

54; *Black Prince*, 26, 33; *Caesar*, 30; *Ceres*, 246, 250, 251; *Charles Town*, 12, 37, 81, 190; *Charming Nancy*, 38; *Coates*, 30, 38; *Defiance*, 27, 33; *Dreadnought* 23–56; *Druid*, 213–226; *Duke of Cornwall*, 37; *Eagle*, 30, 32; *Elizabeth*, 24, 36, 60, 77, 158, 186, 219; *Falmouth Packet*, 39; *Fanny*, 157–212; *Hawke*, 30, 36; *Isaac*, 33, 240, 241; *Jason*, 9–22; *Johnson*, 39, 75; *La Marcanthe*, 230; *Levant*, 227–253; *Liverpool*, 2, 28, 31, 33, 36, 237, 241, 247, 249; *Lloyd*, 94–150; *Lord Sheffield*, 244, 245, 246; *Lottary*, 247; *Maria*, 31, 35, 191, 240, 247, 288, 294; *Marques de Conflens*, 33; *Nevis Planter*, 84–93; *Phoenix*, 27, 32, 33, 39; *Prince Edward*, 28; *Queen Charlotte*, 244; *Ranger*, 32, 155; *HMS Recovery*, 244; *Revenge*, 34, 36; *Ruby*, 57–72; *Rover*, 154, 155, 156; *Sally*, 80–84; *Sarah*, 32, 154, 177, 187, 194; *St Andrew*, 33; *St George's Prize*, 37; *Swift*, 73–80; *Tartar*, 25, 26, 27, 33; *Triton*, 157–212; *Tygress*, 29, 32; *HMS Valiant*, 246

Parts, tools, etc: anchor, 53, 254, 256, 257, 259, 263, 266, 267, 278, 285; anchor, bower, 254, 256; caulking, 152, 259, 260, 270; caulking iron, 260; colours, 23, 257, 282; dunnage, 13, 16, 188, 263; lantern, 269; lead, 2, 51, 85, 264, 268, 269, 270, 274, 280, 281; log, 6, 7, 94, 95, 227, 229, 230, 233, 237, 246, 248, 262, 265, 269, 270, 300; log line, 227, 265, 269, 270, 300; logbook, 94, 243; oakum, 259; pump, 244, 248, 249, 250, 251, 256, 273, 276, 281; winding brace, 286

Personnel: boatswain, 227, 276; hands, 4, 12, 16, 19, 23, 54, 75, 76, 80, 81, 84, 85, 151, 160, 166, 176, 191, 194, 200, 229, 239, 244, 249, 250, 261, 262, 267, 268, 271, 274, 279, 280, 282; landsmen, 21; purser, 276; seamen, 3, 4, 7, 12, 21, 53, 59, 74, 227, 259, 262, 268, 275, 280, 281; seamen, ordinary, 280

Ships: barge, 270, 284; convoy, 8, 155, 156, 158, 160, 165, 227, 229, 261, 282; cruiser, 262; East Indiaman, 33, 35, 231; frigate, 238, 262, 265; galley, 9, 265, 267; galliot, 30, 31, 32, 36, 38, 285; hoy, 268; packet, 243, 274; privateer, 6, 23, 24, 53, 54, 59, 154, 155, 159, 231, 270; sloop, 155, 262; tow, 284

Occupations See also Naval Personnel

Aldermen, 15, 17
 cooper, 258, 262, 277, 284
 landwaiters, 269
 Mayor, 91, 175, 186, 197
 pilot, 4, 95, 244, 274, 281, 294;
 Channel, 219
 press gang, 275
 quaywarden, 285
 Royal Academy, 254
 Society of Merchant Venturers, 78, 172,
 174, 175, 185, 186, 201

Payments

Allowances: bounty, 74; primage, 173,
 174, 175, 186, 199, 200; tare, 283;
 tret, 283
 Contracts & fees: affreightment, 254;
 brokerage, 258; cellarage, 260; freight,
 2, 3, 4, 6, 11, 61, 80, 84, 93, 159,
 160, 161, 163, 164, 165, 189, 204,
 208, 209, 210, 243, 244, 254, 256,
 257, 263, 265, 266, 271, 272, 274,
 276, 279, 280; landing, 5, 10, 269,
 285; lighterage, 270; shipping, 10, 14,
 17, 18, 85, 155, 156, 158, 165, 214,
 216, 222, 227, 271, 280, 284, 285,
 295; stowage, 165; wharfage, 281
 Demurrage, 19, 263
 Dues, town, 286, 287, 288, 290, 291,
 293, 295
 Wages etc: Hospital money, 91; prize
 money, 63

Persons See also Businesses

Acraman, William, 185, 219, 224

- Adams, Thomas, 76
 Adrianson, James, 58
 Aldridge, Thomas, 78, 219, 224
 Allen, John, 58; Thomas, 47; William, 200
 Alley, Stephen, 192
 Alleyn, Captain Lavers, 227, 230, 237, 240, 241, 242, 243
 Alleyne, W, 177
 Ames Levi, 81; 73, 78, 79, 80, 82, 83
 Anderson, John, 151, 152; Matthew, 241
 Anstice, James, 180
 Atkins, 44
 Arwood, Thomas, 64
 Baillie, A, 192; Evan, 201, 203
 Baker, George, 91; Captain Thomas, 151, 152, 153, 154, 155; Baker, Thomas, 172
 Barnes, Nicholas, 197
 Barrow, Jeremiah, 7, 167, 177
 Bartlett, Captain John, 10, 13, 14, 15, 16, 21
 Beal, Thomas, 58
 Becher, Cranford, 9, 13, 14, 15, 16, 17, 18; George, 15, 16, 17; John, 9; Michael, 9, 13, 14, 15, 16, 17, 18
 Beck, William, 194
 Bedford, Paul, 167
 Bell, Thomas, 192; William, 77
 Benboa, 45
 Bengough, George, 173, 174
 Bennett, Walter, 177
 Berry, Captain Benjamin, 81, 82; Phillip, 45, 48
 Bewick, Richard, 194
 Bispham, J, 177; Sarah, 187
 Blaney, James, 76, 78
 Bonbonous, James, 174
 Bones, Thomas, 152
 Bossaw, Nicholas, 58
 Bourke, John, 65
 Bourne, Edward, 9, 15
 Bower, Joseph, 35, 152, 186, 246, 267
 Bowman, William, 193
 Boyd, John, 78
 Boyne, John, 77
 Bradie, Alexander, 77, 78, 79
 Bright, Henry, 57, 71, 73, 77, 78, 79, 80, 81, 82, 84, 85, 88, 89, 90, 91
 Bristol, Richard, 193
 Brodie, Alexander, 76
 Broome, Thomas, 77
 Brown, Benjamin, 219, 224; John, 58; Robert, 91; Susan, 218, 219, 224; Timothy, 152
 Browne, Benjamin, 224; Eleanor, 177; Joseph, 184; Lazarus, 194
 Burgess, Alexander, 171
 Burke, John, 63, 64
 Burrowes, Robert, 177
 Bush, George, 77; Robert, 173, 192, 194, 195, 201, 203, 219, 224
 Byrn, John, 152
 Byron, Thomas, 246
 Carefield, John, 53, 54
 Carrill, Elizabeth, 186
 Carrol, James, 88
 Carroll, 44
 Carter, John, 184; Samuel, 63, 64, 65; William, 193
 Carthy, Florence, 63, 64, 65; Francis, 171
 Champion, Richard, 94
 Chandler, James, 41
 Chilcott, Captain John, 151
 Chubb, John, 185, 218, 224
 Clutsam, George, 184, 185; Thomas, 184
 Coghlan, John, 151
 Colins, William, 200
 Collier, James, 171
 Collins, Michael, 58
 Connor, Felix, 53, 54
 Conoly, James, 246
 Cordick, George, 58
 Cosens, John, 192
 Cowper, Lewis, 171
 Cox, E, 167; James, 91, 154; Samuel, 152, 153
 Craddy, J, 224, 253
 Cranfield, Edward, 58
 Crisp, 28, 43, 53
 Croft, Herbert, 46
 Crosby, Captain, 237
 Crump, Richard, 153, 154
 Curran, Thomas, 200
 Cuzzens, 17
 Daly, Arthur, 64
 Daniel, Edward, 153; Francis, 154; William, 153

- Davis, Edward, 173, 174; Thomas, 57, 184
 Dayley, Arthur, 65
 Delap, Robert, 62
 Delay, William, 194
 Dellany, William, 76
 Devonish, Captain John, 4, 158, 177, 179, 180, 184, 185, 186
 Dicker, Charles, 58
 Donaly, John, 58
 Douglass, Paul, 193
 Drought, John, 189, 193, 195, 197
 Dunlop, William, 201
 Dwyer, William, 193
 Dyer, Captain –, 33
 Edgworth, Henry, 186
 Edwards, John, 219
 Efflick, George, 40
 Ellcock, Grant, 187
 Ellis, John, 192
 Emanuell, William, 153, 172
 England, William, 193
 Evans, John, 193
 Farley, Thomas, 53, 59, 60, 218, 224
 Farquharson, Alexander, 192
 Farrel, John, 154
 Field, 21, 171
 Finie, Alexander, 76, 78
 Fisher, James, 63, 64, 65
 Fison, Joseph, 194, 201, 219
 Fitzpatrick, John, 58
 Fleege, Charles, 171, 175
 Fletcher, Robert, 194
 Flogdale, Jack, 40
 Foot, Samuel, 77
 Ford, Alexander, 77; Elizabeth, 77; Sarah, 154; William, 177
 Fraser, James, 192
 French, Martin, 23
 Friar, Abraham, 184
 Fripp, Samuel, 219, 224
 Frost, Isaac, 240, 241
 Fuss, William, 166, 171, 172
 Fyson, Joseph, 152, 200
 Gabbittas, William, 154
 Galton, John, 77; Samuel, 151
 Game, Adam, 187
 Gardner, Ann, 153
 Garnett, Henry, 152, 197
 Garratt, John, 57
 Gayner, William, 185
 George, Richard, 154; William, 58
 Gibbes, H, 166
 Gibbs, George, 158, 173, 174, 175, 186, 187, 223; Robert, 193
 Gill, 46
 Gilman, 44
 Gilmore, James, 219
 Giribaldo, Bernardino, 58
 Gittens, Joshua, 167
 Glasgow, Robert, 240
 Gorman, Richard, 63, 64, 65
 Granger, Thomas, 218, 224; William, 194
 Green, Joseph, 152, 154; William, 20, 63, 64, 177
 Gregg, Anthony, 177, 182
 Griffin, John, 180
 Griffiths, William, 172, 185, 194, 219, 224
 Grove, Harriet, 185; J M, 192
 Guerard, John, 12
 Hadley, Peter, 58
 Hall, 17, 61, 171; Captain 237
 Halliday, J, 79
 Hanmore, Jeremiah, 152, 194
 Hannay, T, 207
 Hanson, Jonas, 76
 Harding, Thomas, 172, 219
 Hare, William, 75, 76, 78
 Harris, James, 185; Thomas, 57, 58, 70, 71, 194
 Hase, John, 58
 Haynes, Captain –, 66
 Hayward, Richard, 152, 153
 Healey, Thomas, 171
 Heaton, John, 193
 Henderson, Captain Daniel, 64, 65, 84, 91, 151; Captain James, 71, 158, 214, 215, 216, 218, 219, 220, 221, 222, 224; John, 63, 64, 65, 192; Samuel, 172, 174, 194
 Henry, Edward, 177; Rachael, 177
 Herbert, John, 23
 Hibbert, Robert, 201
 Higgins, Patrick, 152, 153
 Higham, Abraham, 76

- Hill, Benjamin, 153, 154, 172, 185, 194, 218, 224
 Hillhouse, James, 153, 218
 Hiscox, Joseph, 91
 Hitchman, J, 192
 Hobbs, John, 47; Jonathan, 185
 Holborough, Thomas, 193
 Holiday, Anthony, 58, 59
 Holland, Joseph, 77
 Hollister, Levi, 76, 78
 Honeywill, Captain John, 158, 197, 200, 201, 203, 204, 207
 Hooper, William, 193
 Howel, Jack, 43
 Hudson, John, 44, 45
 Hughes, Charles, 63, 64, 65; Richard, 63, 65
 Hughs, William, 152
 Hunag, James, 194
 Innis, Richard, 197
 Jacks, Walter, 158, 194, 195, 201, 203, 218, 224, 230, 237, 241, 243, 244
 Jacques, Francis, 152; Martha, 172
 James, George, 168, 180; Henry, 194, 219, 224; William, 91, 152, 154, 173, 185, 219
 Jefferies, Alderman William, 13, 14, 15, 16, 17, 18, 46
 Jenkins, John, 77; Robert, 201
 Jennings, Samuel, 47
 Jobson, 171
 John, Rees, 241
 Jolleff, Richard, 153
 Jones, Abraham, 185; Crispin, 46; John, 154, 194, 219, 224
 Kelly, Timothy, 58
 Kendwrick [various spellings], Joseph, 184, 185
 Kerr, Charles, 190, 201
 Kervin, Thomas, 200
 King, H Jnr, 207; John, 172, 185
 Kitchen, George, 76, 78
 Knox, Thomas, 77
 Korn, Jacob, 58
 Lamb, James, 76, 78
 Langdown, Thomas, 43
 Langfast, Peter, 246
 Laroche, James, 9, 13, 14, 15, 17, 77
 Laurence, T, 169
 Leane, John, 192, 195
 Leisman, Captain James, 24, 25
 Levy, Philip, 240, 242
 Lewis, David, 166; James, 192; John, 49, 184, 193; Lt –, 25, 28, 31; Thomas, 172, 185; William, 154, 194
 Lindsey, James, 155
 Link, Henry, 219
 Livingston, P, 192
 Lloyd, Charles, 76, 78; R, 207
 Love, Hugh, 200
 Lovell, Sarah, 177
 Lucas, John, 172; Thomas, 151, 152, 153
 Lund, Christopher, 171, 172
 Mahony, David, 58
 Maies, Joseph, 57
 Markeson, Bernardo, 58
 Marr, William, 42
 Martin, Robert, 76, 78, 79
 Maskett, Thomas, 76, 78
 Mason, Thomas, 154
 Matthee, F, 192
 Matthews, Ann, 154; John, 152
 Mattocks, Captain William, 5, 81, 158, 188, 191, 192, 193, 194, 195, 197
 Maxse, A, 207
 Mayse, Peter, 58
 McCullom, John, 152, 185, 218
 McKenzie, A, 222; John, 200
 McMickan, Robert, 189, 192
 McTaggart, Captain James, 74, 75, 76, 77, 78, 79, 80, 207
 McUllock, Daniel, 76
 Melsom, Richard, 200
 Merrick, Captain George, 151, 152
 Miller, Michael, 77, 79
 Mills, John, 75, 76, 78; Thomas, 10, 18; William, 174
 Mitchell, William, 193
 Monks, John, 76
 Morgan, J, 169; Scipio, 63, 64, 65
 Morrison, Silver, 76
 Mortemore, Daniel, 246
 Mose, Mary, 170
 Munckley, Samuel, 81, 157, 158, 164, 166, 167, 170, 172, 173, 174, 175, 178, 179, 180, 182, 185, 186, 187
 Munroe, 242
 Murphy, William, 200

- Nash, John, 166; Jonathan, 169, 185
 Nasmyth, James, 192
 Neads, Phillip, 57
 Neilson, Peter, 65; Nicholas, 193; Peter, 63, 64
 Newport, 94, 171
 Newton, William, 154, 192
 Nieufville, Edward, 190, 199
 Ninny, John, 91
 Nisbett, David, 192
 Northon, Francis, 193
 Nugent, William, 200
 Ogilvy, Dr George, 74, 76, 78, 79
 Oliver, Thomas, 58
 Organ, William, 57
 Osborne, S, 169
 Outerbridge, William, 200
 Page, Samuel, 77
 Papps, Francis, 185
 Parfit, John, 175, 201
 Parris, David, 190, 199
 Parsons, Abraham, 79
 Peake, P, 224
 Peet, W, 187
 Pennington, William, 219
 Perry, John, 241
 Peters, John, 77
 Philps, Robert, 174
 Piggott, James, 167
 Pinder, William, 167
 Plummer, Captain John, 9, 13, 14, 15, 16, 17, 18
 Pollard, John, 77
 Powell, John, 153, 193; Joshua, 172, 174, 175, 185, 186
 Power, John, 76, 78
 Price, James, 219
 Priddie, William, 192
 Prince, George, 76
 Protheroe, John, 194, 219, 224
 Prust, Elizabeth, 219
 Punter, James, 219, 224
 Pye, Samuel, 23
 Ramsay, Dr —, 74
 Randall, William, 156
 Ransom, Thomas, 76, 78
 Rawlins, Joseph, 192; Richard, 153, 154
 Reading, Andrew, 26
 Remington, A, 192
 Rendall, William, 153, 156
 Reney, Alexander, 77, 78
 Richards, Captain Thomas, 53, 54, 158, 164, 165, 166, 170, 171, 172, 173, 174, 175, 176, 186, 187; James, 158, 173, 174, 175, 186, 187; Joseph, 186; Thomas, 53, 158, 164, 170, 171, 172, 173, 174, 175, 176, 186, 187
 Ricketts, Nathaniel, 44; Thomas, 42
 Roach, John, 152, 153
 Robert, John, 172
 Robertson, Alexander, 63, 64
 Robinson, Alexander, 65; Richard, 218, 224
 Roe, Edward, 63, 65
 Rogers, Corsley, 73, 78, 79; Francis, 80; James, 151
 Rogers, John, 77, 246; Richard, 184, 186
 Rooke, Bartholomew, 180
 Roper, Thomas, 154
 Rose, Edward, 64
 Rosin, Michael, 58
 Ross, David, 77, 78; Lt - RN, 244
 Rowe, Edward, 65; Lt —, 31, 33, 46
 Rowland, Richard, 10, 13
 Rumsey, James, 152
 Ruscombe, James, 151
 Russell, John, 192
 Ryan, 43
 Sanders, William, 65
 Sant, Jenkin, 193
 Saret, David, 193
 Saunders, William, 63, 65
 Scutt, John, 177
 Sedman, Robert, 194
 Selly, James, 78
 Sharratt, Captain 237
 Shaw, Captain 25
 Sherry, Captain, 214, 220
 Shortridge, Captain J, 80, 173, 194
 Simms, Jacob, 246
 Simons, James, 91
 Sims, John, 158, 170, 187
 Skee, John, 76, 78
 Skyrme, Thomas, 152, 153
 Sladen, Charles, 185; William, 154, 172
 Slaughter, Andrew, 171, 184, 185
 Sloper, Joseph, 200

Smith, Brook, 199; Henry, 193; James, 81, 90; John, 171, 176; Richard, 155
 Snow, George, 172
 Spear, William, 171
 Stanas, John, 57
 Stephens/ Stevens, Mary, 77; William, 185, 202, 219, 224; William Jnr, 185
 Strickling, Jacob, 58
 Stiver, Frederick, 58, 59
 Stokes, Samuel, 171, 184; Thomas, 190
 Stone, Peter, 171
 Stott, George, 201, 207, 213, 219, 224, 225
 Sullivan, John, 76; Owen, 193; Patrick, 193
 Swymmer, Anthony, 9, 13, 18
 Taylor, James, 63, 64, 65, 155
 Teast, Sidenham, 152, 153, 154
 Thomas, Jonah, 23
 Thompson, Andrew, 41; William, 241
 Toghill, George, 77
 Travers, John, 63, 64, 65
 Trusted, Edward, 194
 Tucker, Johnser, 77, 78
 Tudor, Henry, 197
 Turner, Archibald, 65, 63, 64; Edward, 54
 Twine, Captain Richard, 158, 173, 174, 175, 186, 187
 Tyler, John, 11
 Vaughan, Sarah, 194
 Venson, John, 201
 Vesey, Commander Frances RN, 231, 232,
 Walker, James, 62, 70
 Wallace, Captain Robert, 57, 58, 59, 60, 61, 62, 66, 70
 Wallis, James, 185
 Walters, Crispin, 173
 Warris, F, 192
 Wasborough, William, 23
 Waters, George, 246
 Watkins, George, 91; John, 152, 154, 185, 218, 219, 224; Mary, 172
 Watson, Captain Abraham, 61, 62, 73, 77, 78, 79, 81
 Watt, William, 207; Edward, 76; Henry, 153
 Weare, John, 207

Weaver, George, 193
 Webb, Captain Henry, 37, 84, 91
 Weekes, Thomas, 199, 200, 201
 Wendell, Edmund, 201
 White, Charles, 229, 241; Daniel, 91; Lt —, 25
 Whitehouse, Thomas, 44
 Whittuck, Charles, 77
 Wickham, John, 177, 180
 Wiley, John, 175
 Williams Joseph, 91; Francis, 219; G, 177; Henry, 171; John, 58, 173; William, 46, 192
 Williamson, John, 58
 Winter, G, 169, 170; John, 57
 Wolfe, Henry, 200
 Wolham, John, 58
 Wood, Michael, 58
 Woodward, John, 43, 185
 Worth, George, 171
 Wright, Samuel, 241; William, 188, 192
 Wynne, William, 229
 Yandell, Philip, 53, 54
 Yeamans, Frederick, 172
 Yeates, Alexander, 43
 Young, Thomas, 184

Places

British Isles

London & Thames: Canvey Island, 288, 295; Gravesend, 290; King Stairs tier, 291; Leigh, 292; Limehouse Hole, 292; Nore, The, 293; Pool, The, 294; Reculver, 294; Scar House Farm, 295; Sea Reach, 295; Sheerness, 295; Sheppey, 295; South Key, 248, 295; Westgate Bay, 297; Woolwich, 297
 South Coast & English Channel: Beachy Head, 287; Berry Head, 288;; Birchin[g]ton, 288; Cawsand, 289; Christchurch, 289; Citadel, The, 289; Cuckmere Haven, 289; Culver Cliff, 289; Dungeness, 290; Dunnose, 290; Fairlight, 290; Falmouth, 39, 155, 290; Folkstone, 290; Lower Grimsby see New Grimsby, 292; Margate, 292; Mount Edgecombe, 293; Mewstone, 292; New Grimsby, 34, 293; North

Foreland, 293; Plymouth Sound, 289, 291, 294, 295; Portland Light, 294; Rame Head, 294; Sandown Bay, 295; Seaford, 295; Seven Sisters, 295; Shag Stone, 295; Shoreham, 295; South Foreland, 295; St Albans Head, 295; Start Point, 296; Strait of Dover, 31, 290, 296

West Country & Bristol Channel:

Appledore, 287; Bideford, 80, 287; Bristol *passim*; Channel, The, 289; Flat Holms Lighthouse, 291; Holms, the, 95, 268, 291; Ilfracombe, 289, 291; Kingroad, 25, 28, 35, 46, 53, 54, 57, 184, 197, 203, 215, 291; Lundy, 25, 28, 30, 35, 95, 229, 274, 292 Pill, 25, 35, 43, 52, 62, 172, 175, 186, 204, 218, 224, 253, 274, 294; St Ives, 39, 295; St Vincent Rocks, 296; Walton Castle, 25, 297

Ireland: Ballicotton Island, 229; Cape Clear, 253, 288; Cork, 59, 66, 240; Dungarven Cove, 290; Galway, 38, 290; Kingsale, 230, 290, 291

Scotland: Ardmore Point, 230, 287

Wales: 292; Haverford West, 291; Milford Haven, 272, 292; Mumbles, The, 293; Pendine Sands, 35, 293, 297

Europe

Baltic: Elsinore, 157, 290; Kronstadt, 289; St Petersburg, 159, 296

France: Belle-Ile, 31, 288; Croisic, Le, 31, 289; Rochelle, 31, 33, 294, 296; St-Marten-de-Ré, 53, 296; Ushant, Brittany, 296

Portugal & Spain: Bilboa 288; Cabo da Roca, 155, 288; Cabopina, 39, 289; Cape Finisterre, 277, 288; Capo de Bares, 39, 288

West Africa & Atlantic

Atlantic: Madeira, 159, 190, 199, 289, 292, 294; Porto Sanc[t]o, 294

West Africa: Angola, 10, 12, 14, 15, 17, 287, 288, 292; Annamaboe, 287; Bonny, 77, 272, 288; Buchanan,

287; Cabinda, 10, 288; Calabar, 20, 151, 152, 153, 261, 288, 293; Cape Mount, 288, 292; Gold Coast, 290; Guinea, 33, 271, 272, 291, 297; Mallimba, 10; Windward Coast, 297

West Indies & America

Antigua: 78, 79, 190, 197, 198, 200, 201, 203, 204, 287, 295; St John's, 295

Bahamas: 289; Castle Island, 248, 289, 295

Barbados: 85, 158, 159, 160, 164, 165, 172, 174, 175, 176, 184, 185, 186, 187, 193, 208, 238, 289, 293; Mount Alleyne, 293

Bermuda: 290; Fort Royal Bay, 238, 290

Cuba: 288; Punta de Maisi, 247, 288, 294

Dominica: 95, 238, 256, 290, 292, 293, 294; Loubiere, 292; Mahaut, 292; Morne Hispaniol, Espagnol, 293; Prince Rupert's Bay, 294; Roseau, 294; Scotts Head, 288, 292, 293

Grenada: 210, 295, 297; Layou St Vincent, 291; St George's, 37, 295; St Vincent, 151, 156, 291, 296, 297

Guadeloupe: Basse-terre, 287; Grand Terre island, 290; Les Saintes, 291, 292; Tête à l'Anglais, 290, 296

Hispaniola: 288, 289, 291, 292, 293, 294, 295, 296; Cape Samana, 239, 289; Cape Tiburon, 247, 289; Dame Marie, 240, 288, 289, 290

Honduras: 287, 291; Mascourey Point, 292; Môle-St-Nicolas,, 239, 240, 247, 288; Monte Christo, 292; Old Cape Francois, 239, 293; Point Isabella, 294; Punta Cabron, 239, 289; St Domingo, 26, 29, 30, 33, 295; Tortuga, 239, 296

Jamaica: 10, 13, 14, 16, 18, 19, 57, 58, 59, 60, 61, 62, 70, 80, 81, 83, 84, 159, 160, 188, 189, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 203, 204, 208, 210, 214, 215, 216, 218, 220, 221, 222, 224, 225, 227, 230, 237, 240, 241, 244, 246, 247, 266, 287, 288, 289, 290, 291,

- 292, 293, 294, 295, 296; Anatto Bay, 188, 287; Clarendon, 289; Gallina Point, 290; Green Castle, 290, 291; Hermitage, 291; Jacks Bay, 291; Keyes, The, 291; Kingston, 189, 198, 214, 220, 229, 240, 241, 242, 243, 290, 291, 294; Martha Brae/y, 292; Negril, 293; Old Harbour Bay, 293; Port Antonio, 188, 244, 246, 294; Port Maria, 191, 294; Port Royal, 240, 242, 294; Portland Point, 294; Savanna La Mar, 294; St Anns Bay, 245, 295
- Leeward Islands 292
- Martinique 292, 296
- Nevis, 6, 71, 73, 75, 77, 79, 81, 83, 84, 85, 87, 88, 89, 90, 91, 92, 93, 199, 238, 267, 278, 293, 294, 296; St-Pierre, 296
- North America: Cape Fear, 288; Havre de Grace, 291; Newfoundland, 60, 62, 287; Salem, 155, 294
- Other islands: Jost van Dyke, 239, 291, 296; Loango, 10, 292; Navassa Island, 293; Redondo, 294; St Croix Island, 295; St Eustatius, 238, 295; St John Island, 295; St Lucia, 238, 296; St Thomas Island, 296
- Puerto Rico, 294
- St Kitts: 5, 10, 11, 12, 13, 16, 18, 19, 22, 81, 82, 83, 84, 159, 165, 176, 188, 190, 191, 192, 193, 194, 199, 238, 287, 292, 293, 294, 295, 296
- Basseterre, 287; Montserrat, 238, 294; Salt Pond, 294
- Tobago, 296
- Trinidad, 296
- Virgin Islands, 238, 239, 288, 295, 296; Ginger Island, 239, 290; Tortola, 238, 239, 296
- Windward Islands, 297
- Sundry**
- alum, 254
- bale, 258
- barrels: barrel, 20, 66, 88, 90, 227, 255, 256, 257, 258, 259, 261, 262, 263, 264, 268, 272, 278, 279, 282, 283, 284, 285, 299; aum, 255; butt, 275, 299; cask, 257, 258, 261, 265, 272, 277, 280, 281, 282; firkin, 170, 184; harness tub, 70, 190, 200, 256, 259, 284; hogshead, 13, 14, 16, 17, 61, 62, 69, 70, 81, 83, 85, 87, 89, 169, 170, 176, 179, 180, 187, 299; keg, 264, 300; kilderkin/kinderkin, 68, 69, 85, 88, 89, 90, 200, 269, 299; pipe, 258, 273, 275, 283, 284, 286, 299; puncheon, 299; rundlet, 278; tierce, 299
- bolt, 264, 266, 271, 275, 276
- bran, 258
- brick, 211, 212, 263, 282
- brimstone, 284
- clothes: bandana, 255; jacket, 283; kerchief, 278; sash, 279
- coin, 266, 275, 298
- cord, 7, 262, 265, 271, 277, 279, 282;
- currency: cowrie, 299; guinea, 156, 298; reis, 277; ryall, 7, 26, 57, 94, 257, 277, 281
- deal, 1, 2, 9, 28, 40, 41, 157, 229, 245, 262
- dyewood, 273
- ell, 255, 257, 300
- fathom, 230, 242, 269, 300
- flax, 270
- fustic, 13, 14, 16, 240, 244, 265
- girth, 259
- grating bar, 266
- gross, 266
- hemp, 267
- horseload, 190
- ivory, 279
- kittareen, 269
- knot, 6, 7, 229, 269, 270, 284, 300
- league, 60, 94, 95, 256, 270, 300
- lime, 85, 270, 277
- linseed oil, 264
- ochre, 282, 286
- pennyweight, 263, 300
- pitch, 257, 259, 270
- sheathing paper, 274
- shoes, 259
- sponge, 47, 280
- stave, 259, 263, 264, 268, 284

tallow, 164, 259

tools: (See also Naval parts & arms)

 auger, 255; bit, 255; chisel, 259, 260;

 crow, 267; knife, 263, 268, 271, 281;

 plane, 268, 275; rebate plane, 275

 tyre, 273

Map 3

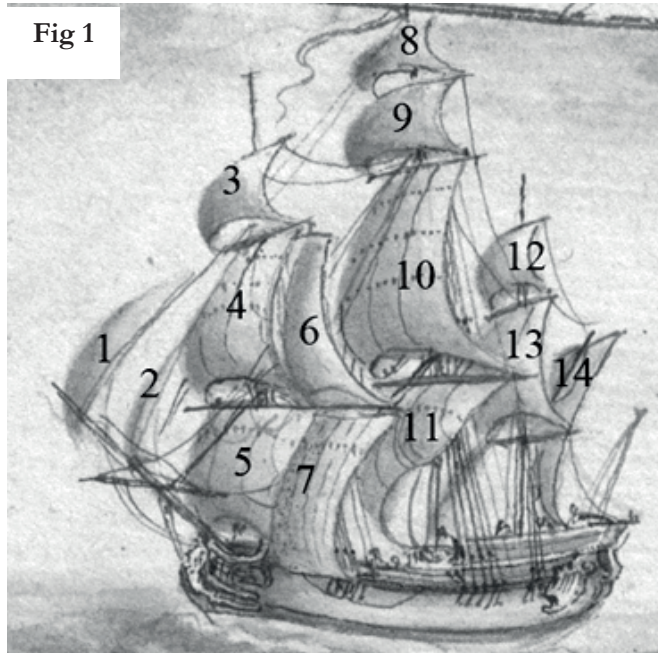
This is part of a map by H Moll which was published in 1736. He uses the Greenwich Meridian.

Below is a key to the sails of the *Lloyd* which was not of course rigged exactly like the *Dreadnought* or the *Levant*, but may still be useful for those voyages.
(With deep thanks to Dr Ian Friel)

- 1 Jib 2 Fore topmast staysail
- 3 Fore top gallant 4 Fore topsail
- 5 Fore Sail 6 Foretop studdingsail
- 7 Fore studdingsail 8 Royal
- 9 Main top gallant sail
- 10 Main topsail 11 Mainsail
- 12 Mizzen topgallant sail
- 13 Mizzen topsail 14 Mizzen/Driver
- 15 Extra Driver/Spanker 16 Mizzen



Fig 1



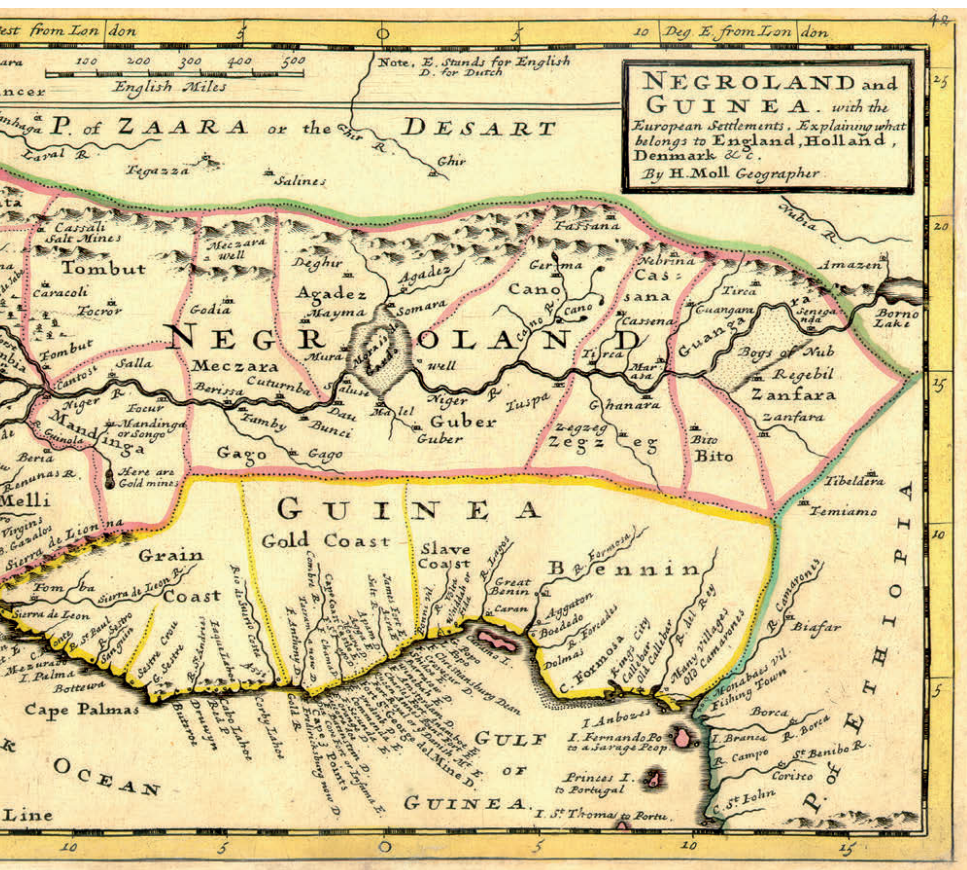
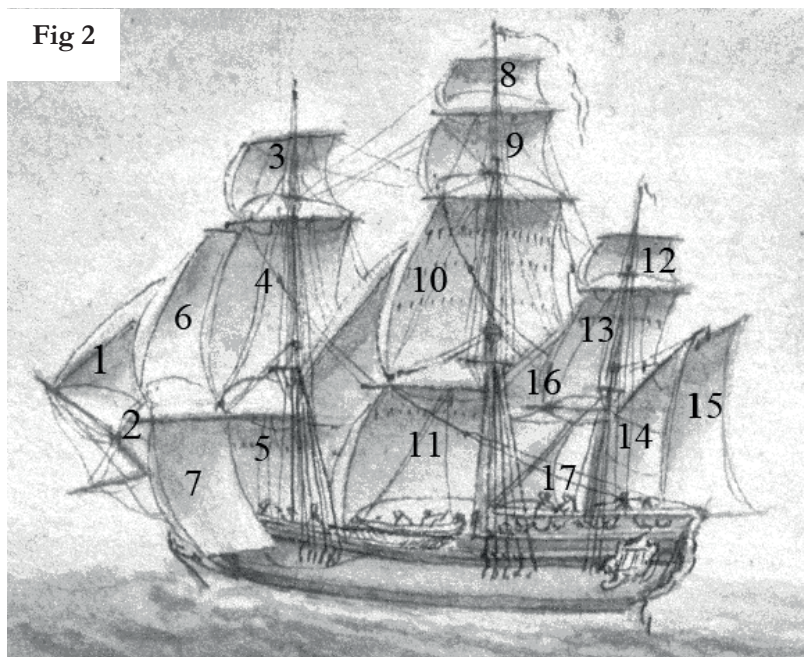


Fig 2



7°
40°W

5°
40°W

3°
40°W

1°
40°W

0°
20°E

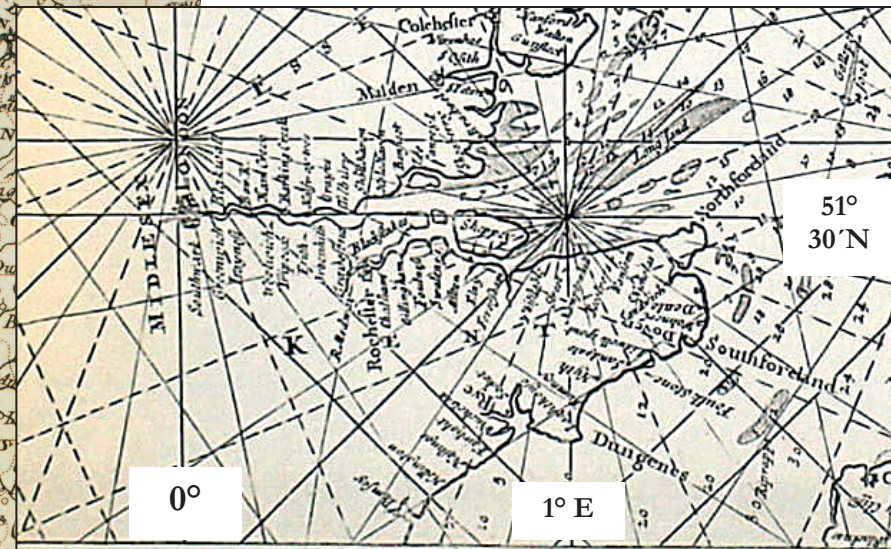


2°
20'E



Map 5

From a chart of the Thames Estuary in
Great Britain's Coasting Pilot of England & Scotland
by Capt. Greenville Collins
1767 edition p 70
Co-ordinates supplied by us.



Map 6

from a map of the Western
judicial circuit
by Benjamin Donne 1784
Co-ordinates relabelled by us,
for clarity not for correction.
(reproduced under licence
from Alamy).

Alison Brown spent 24 years as Archives Officer at Bristol Archives, immersing herself in the history of Bristol and its archives, and was also involved in the content selection for Bristol's M Shed museum, ensuring that archives were represented in the displays. She has a keen interest in palaeography and enjoys nothing more than tussling with a page of old handwriting.

Dr Jonathan Harlow is a Visiting Research Fellow of the University of the West of England and Treasurer of the Bristol Record Society. He is the editor of *The Ledger of Thomas Speed, 1681–1690* (Bristol Record Society, 63, 2011), and of *Religious Ministry in Bristol 1603–1689: Uniformity to Dissent* (Bristol Record Society 69, 2017).

The Bristol Record Society exists to encourage the preservation, study and publication of documents relating to the history of Bristol.

Since its foundation in 1929 the Society has published seventy three volumes of historic documents concerning the city. Recent volumes are: 64 *The Diary of William Dyer: 1762*; 65 *Clifton College: Foundation to Evacuation*; 66 *Manning the Royal Navy in Bristol: 1739-1815*; 67 *The Maire of Bristowe is Kalendar*; 68 *East of Bristol in the Sixteenth Century*; 69 *Religious Ministry in Bristol 1603–1689* 70 *Bristol Hearth Tax, 1662-1673*; 71 *Bristol University: Conception to Foundation*; 72 *The Bristol Poll Book for 1852*; 73 *Orphans, Widows and Guardians: The Register of Recognizances, 1333–1594*.

In 2015 the Society began a major digitisation project. We have now e-published over 200 works relating to the history of Bristol, including all the Society's own volumes, the 120 pamphlets produced by Bristol Historical Association (1960-2007), and many one-off records volumes, academic monographs and topographical prints. All have been made freely available online.

The Society acknowledges with thanks the continued support of Bristol Archives.

